

# Bristol City Centre Transport Changes

Stage 3

Consultation Report

February 2025

## BRISTOL CITY CENTRE TRANSPORT CHANGES

### GET INVOLVED

To prepare for more people living in and travelling through Bristol city centre, we are proposing some big changes to key routes

Fill in a survey by **30 September 2024**.

[www.bristol.gov.uk/bcctc](http://www.bristol.gov.uk/bcctc)



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## 1 Executive summary

Bristol City Centre is set to change in the coming years, with major new housing developments, leisure and retail facilities planned. This will help the city to tackle its housing crisis and sustain the vitality of the central area.

To prepare for around 5,000 more people living in and travelling around Broadmead, we are proposing changes to transform some of our public spaces and surrounding roads to make the city centre more welcoming and people friendly.

The consultation proposed changes in five following areas:

1. Broadmead area
2. Bedminster Bridges
3. Redcliffe Roundabout
4. Temple Way
5. Bond Street

The proposals include transforming public spaces in the Broadmead area and changing bus routes and bus infrastructure across the whole project area along with making active travel safer and easier.

These changes would improve walking, wheeling and cycling routes, benefit existing bus services, and support our long-term goal to create a segregated rapid transit route from the southwest to the northeast of the city.

The project is being funded by the UK Government as part of the City Region Sustainable Transport Settlement, which is administered by the West of England Mayoral Combined Authority.

There were 2,120 responses to the survey and 5,389 free text comments about different aspects of the scheme that are being read and categorised.

The overall survey showed majority support for all areas of the scheme, with more than 50% agreeing (range 50%-63%) and no more than 35% disagreeing (range 26%-35%) to changes in each area, including the new rapid transit route, pedestrianisation in the Broadmead area, and changes to Bedminster Bridges, Redcliffe Roundabout, Temple Way and Bond Street.

Of the key changes proposed:

- 59% of respondents agreed with pedestrianising Horsefair and Penn Street.
- 60% of people agreed with new walking and cycling routes over Bedminster Bridges.
- 56% of people agreed with the changes at Redcliffe Roundabout.
- 66% of people agreed with new crossing across Temple Way.
- 58% of people agreed with new bus priority on Bond Street near Newfoundland Circus.

Further analysis has been done based on the reasons for travel to or through the area, including Disabled people, people who live in the affected areas, travel to or from work, or travel for leisure or social reasons. Disabled people were the one group where the responses were significantly different and there were more respondents disagreeing with changes. This is due to a number of factors that we are assessing to see what changes can be made to the scheme or mitigation we can put in place to remove or limit the impact of the changes.

## 2 Background

Bristol City Centre is set to change in the coming years, with major new housing developments and leisure and retail facilities planned. This will help the city tackle its housing crisis and sustain the vitality of the central area.

To prepare for around 5,000 more people living in and travelling around Broadmead, we are proposing changes to transform some of our public spaces and surrounding roads to make the city centre more welcoming and people friendly.

The consultation proposed changes in the five areas:

1. Broadmead area
2. Bedminster Bridges
3. Redcliffe Roundabout
4. Temple Way
5. Bond Street

Across these five areas, the proposals include changes to public spaces in the Broadmead area, changes to bus routes and bus infrastructure, and proposals to make active travel safer and easier.

These changes would improve walking, wheeling and cycling routes, benefit existing bus services, and support our long-term goal to create a segregated rapid transit route from the southwest to the northeast of the city.

The council ran the Bristol City Centre Transport Changes consultation from 12 August to 30 September 2024 so everyone could find out more about the plans and give their views.

The project is funded by the City Regional Sustainable Transport Settlement (CRSTS).

### 2.1 Project vision, aims and objectives

[Bristol City Centre Development and Delivery Plan](#), endorsed by Bristol City Council's Cabinet in December 2023, sets out a vision for the regeneration of the city centre, focusing on Broadmead and Castle Park. It plans for 2,500 more homes, as well as new student and co-living accommodation, offices, shops and leisure facilities in the centre. There could be up to 5,000 new residents in an area where currently 1,400 residents live.

Our vision for the Broadmead area is to create an inclusive, sustainable and re-connected place for everybody. A place of diverse retail with vibrant cultural facilities and a thriving evening economy, while at the same time somewhere to call home.

With more people in the city centre, we want to make more traffic-free space for them. This means improving streets, public transport, and active travel as well as tackling air pollution and carbon emissions.

The changes we are proposing in the city centre would enable people to switch from car journeys to more sustainable public transport and active travel options, including walking, wheeling and cycling. This in turn would help us to work towards net zero while giving people all the health and wellbeing benefits of more physical activity.

Our 2024 consultation did not seek feedback on the Bristol City Centre Development and Delivery Plan as this has been consulted on already and has been adopted by Bristol City Council.

- [Read part A of the Development and Delivery Plan.](#)
- [Read part B of the Development and Delivery Plan.](#)

## 2.2 Key messages

**Proposals to change public spaces in the Broadmead area include:**

- pedestrianising The Horsefair and Penn Street, with access for emergency vehicles. Deliveries for businesses will be allowed at set times when the streets are less busy
- removing most of the traffic from Union Street, making it two-way for buses and cycles
- introducing approximately 10 tennis courts worth of new traffic-free space, with more landscaping, seating and art space

**Proposals to bus routes and bus infrastructure include:**

- changes to road layouts that would make it possible to operate a rapid transit route running north to south via Union Street
- changing the routes some buses take through the city centre to avoid the pedestrianised streets
- removing buses that have terminated and stand empty for long periods of time from pedestrian and shopping areas
- adding bus priority measures, including bus gates and bus lanes across the five areas
- closing bus stops on The Horsefair, Penn Street and Union Street. Introducing new bus stops on Union Street and Fairfax Street

**Proposals to make walking, wheeling and cycling safer and easier across all five areas include:**

- creating more than 3.5km of new segregated cycle routes and joining up gaps in the cycle network
- reducing traffic and changing road layouts
- widening pavements and simplifying pedestrian and cycle crossings

## 2.3 Key stakeholders

The team identified key stakeholders who were contacted via email before the launch of the survey. They were contacted again once it was launched to encourage them to get involved.

Key stakeholders included:

- citywide and nine local ward members, the chair and vice-chair of the Transport & Connectivity Committee and local MPs.
- community organisations including Redcliffe Church and Redcliffe Forum.
- emergency service providers.
- transport providers including First and Stagecoach.
- equality and disability groups including the West of England Centre for Inclusive Living (WECIL).

- transport / interest groups such as Bristol Walking Alliance, Bristol Cycling Campaign and the Taxi Forum
- local businesses and organisations, including the two Business Improvement Districts.
- educational institutions including local schools and universities.

### 3 Engagement summary

The team created various products to support the consultation and agreed on a survey as the best way to collate views from the community. The products included the survey (including paper surveys available on request), letters, posters, digital screen adverts, bus shelter digital adverts, postcards, lamppost wraparounds, and social media posts (both organic and promoted). Information was provided online and was compatible with Word reader software. It could also be emailed out via editable PDFs.

The team encouraged everyone to get involved by:

- Putting up around 70 lamppost wraparounds around the city centre so that those living in the area or using the route could see that engagement was taking place.
- Put up posters and a digital advert inside First Bus buses so that bus users could see that engagement was taking place.
- Posting letters to 14,498 local properties to raise awareness of the survey and encourage people and organisations to take part.
- Dropping into every business in Broadmead to raise awareness and encourage representatives to take part in the survey.
- Contacting local groups and key stakeholders, including the Business Improvement Districts (BIDs) to help raise awareness of the survey.
- The survey was promoted through social media posts on X (Twitter) (2,300 views), Instagram (5,400 views), Next Door (5,588 impressions) and Facebook (10,000 link clicks). We also proactively engaged with press offering walk arounds to go through details of the scheme and publicise.
- Holding nine drop-in sessions.
- Holding seven active travel roadshow and Dr Bike events across the project area to promote active travel behaviour change.

#### 3.1 Events

##### 3.1.1 Public drop-ins

We held **nine drop-in events at five different locations** around the city centre on weekdays and weekends at a range of times, to engage the greatest number of people. All events were wheelchair accessible.

Across the nine sessions, we **spoke to 141 people** with the aim of giving information about the project, answering questions, and encouraging people to complete the survey in their own time.

Drop-in events:

- Saturday 17 August, 11am to 3.30pm at Sparks, Broadmead
- Tuesday 20 August, 5pm to 8pm at John Wesley's New Room, Broadmead

- Saturday 24 August, 1.30pm to 6pm at Sparks, Broadmead
- Tuesday 27 August, 3pm to 7pm at John Wesley’s New Room, Broadmead
- Friday 6 September, 1.30pm to 6pm at Sparks, Broadmead
- Saturday 7 September, 10am to 2pm at Novotel, Victoria Street, Redcliffe
- Tuesday 10 September, 1.30pm to 6pm at Leonardo Hotel, Temple Way
- Thursday 12 September, 10am to 2pm at Novotel, Victoria Street, Redcliffe
- Saturday 21 September, 10am to 2pm at Bedminster Library, Bedminster
- Saturday 25 September, 10am to 2pm at Bedminster Library, Bedminster

At seven of the events, our active travel roadshow team attended with a Dr Bike to promote active travel behaviour change and spoke to total of 93 people. An additional roadshow & 15 Dr Bike events took place throughout the city centre to promote behaviour change. They reached 100 people.

### 3.1.2 Business engagement

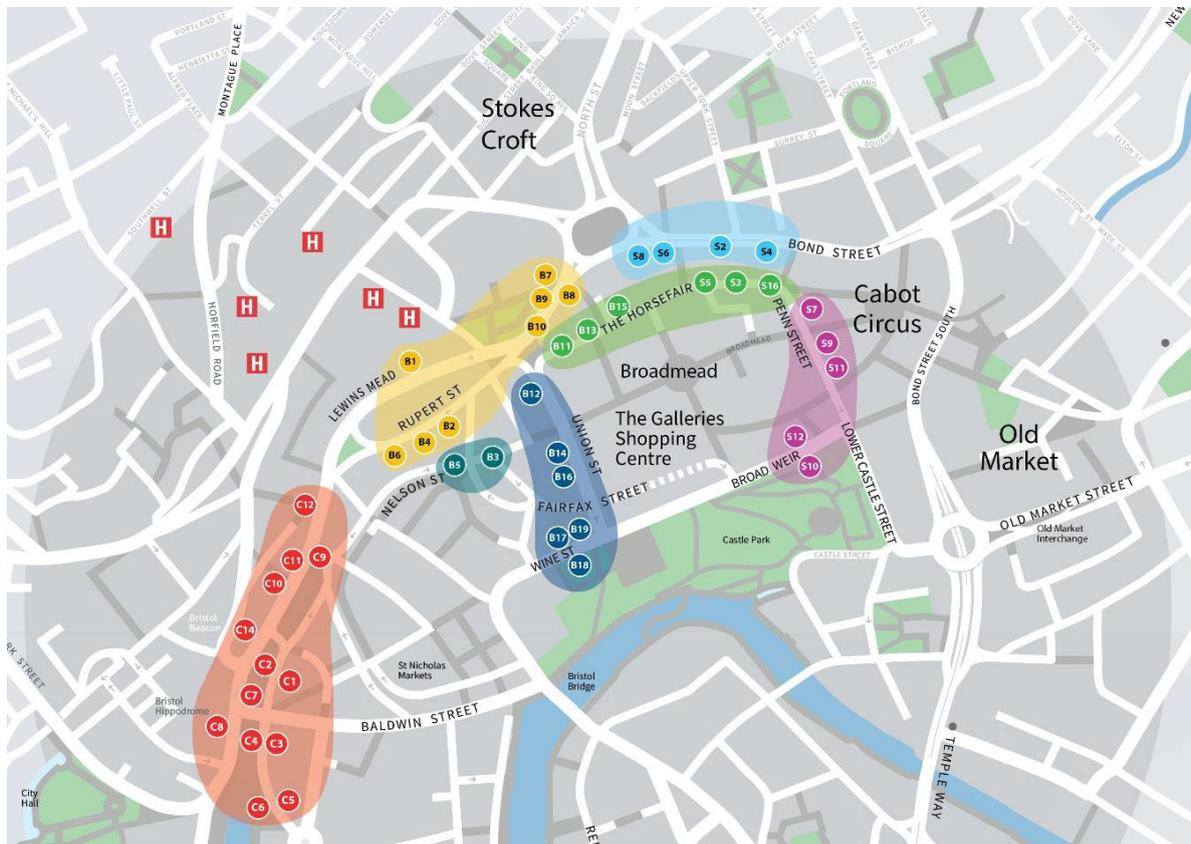
To ensure that the businesses most impacted by the proposed changes had a chance to get involved, the team attempted to visit all businesses in Broadmead and the Galleries in August and September.

In total, **204 businesses were successfully** reached and were left information on the scheme.

### 3.1.3 Targeted bus user engagement

To complement the engagement outlined above, the team also spoke to bus users throughout the city centre to find out more about the journeys being made and how these could be impacted.

This was undertaken on five separate days at the below stops:



**206 surveys were completed by bus users.**

## 3.2 Resources

### 3.2.1 Online resources

We ran an online survey, hosted on Ask Bristol, from 12 August 2024 until 30 September 2024, which was accessed with the short web link: [www.bristol.gov.uk/bcctc](http://www.bristol.gov.uk/bcctc). This was promoted and publicised through all the marketing material. This resulted in 2,120 people responding to the survey.

The survey started with information on the Broadmead section of the scheme and included the following sections:

1. New rapid transit route
2. Re-routing of buses in the Broadmead area
3. Cycle network
4. Broadmead area
5. Changes to road layouts in four areas. (At this point, survey respondents were asked if they would like to share their views on any of the other four areas. It was possible to select none, some or all options)
  - a. Bedminster Bridges: East Street to Redcliff Hill
  - b. Redcliffe Roundabout
  - c. Temple Way
  - d. Bond Street
6. About you

Detailed project information was also held on the WEST website at [www.travelwest.info/projects/bristol-city-centre-transport-changes](http://www.travelwest.info/projects/bristol-city-centre-transport-changes).

The survey was promoted through social media posts on **X (Twitter) (2300 views)**, **Instagram (5400 views)**, **NextDoor (5588 impressions)** and **Facebook (10000 link clicks)**

The team provided different ways for the public to get in touch if anyone had a comment or required a survey in a different format. They could contact the team by emailing [transport.engagement@bristol.gov.uk](mailto:transport.engagement@bristol.gov.uk) or by writing to Bristol City Centre Transport Changes, Transport Engagement, PO BOX 3399, 100 Temple Street, Bristol BS1 9NE.

A collection of residents' emails, separate to the consultation, expressing a range of concerns which have been reviewed suggestions considered for any changes to the scheme.

### 3.2.2 Promotional resources

The team had many resources created and distributed to raise awareness of the project and to encourage people to get involved. These included posters, postcards, letters, digital adverts and lamppost wraparounds.

See appendix 7.1 for copies of these.

## 4 How we engaged

### 4.1 Inclusive engagement

Engagement was done using a host of different channels to ensure that all stakeholders had the opportunity to be aware of the project and respond to the survey. More information can be found in section three of the report. These included in person meetings, drop in events at various times of

the day, webinars or online meetings. Posters were put in buses, digital screens on bus shelters, and lamppost banners were placed along all the routes directing to the consultation page. These were also complemented by postcard and social media advertising of the consultation.

WECIL were also commissioned to help get the word out to various disability groups within the network as well as to do an audit of the scheme. Their report focusses on recommendation of how parts of the project can be improved for visitors and residents with different impairments. Some of the report gave recommendations for changes that were wider than the scheme and will be looked at for other schemes.

A representative from the team attended WECIL's annual general meeting where we had a stall giving further information about the scheme and the changes being proposed. This gave attendees the opportunity to feedback and ask further questions.

## **5 Results**

This section covers a summary of the results from each question and a breakdown of responses by groups. The full results and responses will then be linked or found in the appendix.

### **5.1 Stakeholder responses**

The team received responses from the following stakeholders. Below is a short summary of their responses.

#### **5.1.1 Broadmead Baptist Church**

Concern about access to the church building if Horsefair and Penn Street are pedestrianised with limited access due to restricted waiting times. Apart from the apartment, that has live-in staff that need access, the church has a number of meeting rooms running events, funerals and other functions so access is needed at varying times to offload and set up equipment as well as for processions when they occur.

#### **5.1.2 Bristol Cycling Campaign**

City Centre Consultation: We fully support the ambition to create a continuous cycling network across the centre. However, we conclude that without amendment these plans will fail to achieve that goal, as they appear to be founded on what's easiest, rather than what's needed.

Bedminster Bridges: We love the creativity applied to repurposing the 1966 car centric highways design to meet the needs of a future city transport system based on public and personal mobility modes. A promising template for other relics no longer fit for purpose!

Bond Street: This is the weakest section, featuring the typical compromises that we thought LTN1/20 had consigned to the bin; short sections that end where they are most needed, shared space and inadequate crossings severing connectivity.

#### **5.1.3 Bristol Walking Alliance**

The scope of the proposed changes is greater than we have seen for several years, and we welcome the aim to improve the public realm in general across the city centre for pedestrians. We would like to see explicit recognition of the need to create, protect and enhance a network of pedestrian routes through the city in the same way as the proposals seek to provide bus and cycle networks.

Concerns were raised about some sections of the proposals primarily with signalisation and crossings in Bedminster, Redcliffe and Temple Way. The Broadmead area and Nelson Street and Rupert Street were the biggest areas of concern, particularly how the addition of more buses and other vehicles along with cyclists would impact pedestrians due to limited space available at key points.

#### 5.1.4 Bristol Civic Society

Bristol Civic Society is pleased to see a wide-ranging scheme that aims to improve transport infrastructure in a number of places in the city centre. It is a big scheme, in a vital part of Bristol, and such schemes come rarely. It is an opportunity.

The new rapid transit route across the city centre has had a major impact on the design choices in the Broadmead area. This response discusses the pros and cons of those changes.

The council's adopted transport policy is to change the roads to help support public transport and active travel. It seems clear that in practice road space tends to get allocated to buses first. Only in Broadmead would road space be taken away from general motor traffic. As in other schemes, there are some improvements in provision for active travel modes, but in many places the provision for active travel modes would remain compromised. Our biggest concern is the impact of so many more buses on Nelson Street.

This consultation is about transport and movement, but place matters too. The Society's holistic viewpoint covers place just as much as movement. We are very concerned about Redcliffe Way. The plans would compromise its spatial development as a dramatic link between the station and town of the sort found in many European cities.

#### 5.1.5 Business Improvement Districts (Broadmead BID, City Centre BID, Redcliffe and Temple BID)

A joint response was received from the Broadmead, City Centre and Redcliffe and Temple BIDs.

They express overall support of the scheme but are disappointed that St James' Barton Roundabout and Lewin's Mead/Rupert Street has not been included in this scheme as there is considerable development around it.

They also stress the need for a Parking Strategy in the city centre.

Concern about competing demands in limited spaces, for example in St James' Park area and Nelson Street.

Transport policy comments:

Apparent lack of policy background to support the scheme which makes communicating the scheme difficult in terms of aims and objectives.

Scheme-wide comments:

Support new active travel infrastructure but must be accessible for all ages and disabilities.

Encourage more lighting and ensure that lower traffic levels do not lead to worse perceptions of safety.

Signage and wayfinding needed for new routes.

#### 5.1.6 Business West and Chamber of Commerce

We consider that bold action is needed to deliver a transport system that is fit for the future, and we therefore broadly welcome the proposed changes set out in this consultation.

They however highlighted a range of issues with connectivity of transport options limiting people and business access and ability to change modes.

Concerns were raised on the cycle diversion on Bond Street and the traffic flow on Temple way. They also highlighted the need for a more positive vision for the Redcliffe section of the scheme understanding the impact the road network and other schemes have had on access to other areas.

On Bedminster they are unsure how this scheme will impact traffic on busy meeting points of the main road and access to other parts of the city.

#### 5.1.7 Churches Conservation Trust

Broadly in agreement with improvements to connectivity in the centre.

Concerned about physical impact of traffic to the structure of St John on the Wall church. There were previous issues as a result of traffic vibrations.

#### 5.1.8 Disability Equalities Forum

Expressed concerns about the lack of engagement with the forum the need to have a meeting and greater dialogue of the issue that the changes will exacerbate for disabled people in the areas and wider, particularly the relocation and removal of some bus stops.

#### 5.1.9 First West of England

Express broad support for proposals, especially across Bond Street and Bedminster Bridges.

Concerned about:

- Removal of right turn out of Lower Maudlin Street onto Bridewell Street and associated time-delay and cost.
- Bus re-routing in the Broadmead area.

They stress the need for improved bus stop capacity and infrastructure at Broad Quay and the Centre. Also stress the need for kerb space and road width enhancements.

Ask for further collaboration to refine proposals.

#### 5.1.10 Green Party (Bristol)

Comment on:

Cross-city buses/mass transit:

- Status of M32 Park & Ride scheme in doubt and concern that the route misses areas of high population. Support M32 de-trunking.

Changes to bus routes (generally supportive overall):

- Sequencing between Broadmead area and redevelopment of The Galleries.
- Old Market roundabout becoming a bottleneck for buses - request capacity analysis.
- Accessibility concerns over bus stop and disabled parking relocation. Interested in options to get people from parking to shops.
- Economic impact on shops of bus rerouting.

Cycling improvements:

- Cycling needs to be more visible on main roads and future proofed rather than shoved aside.

- Unclear how the scheme connects existing strategic routes.
- Redcliff Hill section good.
- Bearpit/Bond Street poor - doesn't address barrier across the road.
- East Bristol has poor links into the city centre, including poor legibility.
- Cyclists having to wait at traffic lights.

#### City centre:

- Broadweir should have meanwhile use for disabled parking or taxi ranks.
- Union Street will become busy and not great for frontages.
- Concerned new junction onto Haymarket will become pinch point, could buses turn left only and go round Lewins Mead?
- CGI for Broadmead area would be helpful to understand the scheme.
- Connectivity between Stokes Croft and Temple Meads still poor.
- Note BID's concerns regarding loss of parking.
- Need to ensure people from Old Market roundabout will know there is no through-route via Union Street or High Street.

#### Bedminster Bridges:

- Generally supportive.
- Need route from York Road to Coronation Road and potentially to Redcliff Hill.

#### Redcliffe Roundabout:

- Improves all routes.
- Redcliffe Forum want cycling on Portwall Lane.
- 100? Buses use roundabout per hour.
- Cycle provision would be good on both sides of Redcliff Hill.
- Concerned about lack of segregation on Redcliffe Street. Should look at Low Traffic Neighbourhood treatment in area.
- Redcliffe Way needs more pedestrian permeability.

#### Bond Street:

- Cycling would ideally be on the main road rather than a quiet way. Should also be connected to Frome Gateway plans.
- Make Bond Street/St James Barton as good as Bedminster Bridges.
- St James Barton roundabout remains major severance point.

#### Other things to consider:

- Strong design code needed for all developments including legibility and consistency.
- Involve Taxi Forum in proposals.
- Stapleton Road needs design improvements.

#### 5.1.11 Guide Dogs charity

Welcomes ambition to improve walking, wheeling and cycling routes, benefit existing bus services and support long-term goal to create a segregated rapid transit route from the southwest to the northeast of the city but stress need to be done in an inclusive way.

#### Recommend:

- Local communities (including disabled people) be involved in co-cultivation of pedestrian infrastructure to be accessible and inclusive.
- Investigate how cycle lanes and bus stops interact to reduce safety concerns. Stop installing Floating Island Bus Stops and Shared Bus Stop Boarders until more research available.

#### Concerns/comments:

- Continuous footways present risk of implied priority. Should be avoided but if used, tactiles should be used and signage available.
- Cycle infrastructure should be accommodated by carriageway space rather than pavement and shared use to be avoided. Need physical segregation with colour change desirable.
- Controlled crossings across cycle paths should be used, especially at public transport stops and when cycle traffic is expected to be significant.
- Crossings should be signalised by default and used in first instance. High streets should have at least one signalised crossing, complying with official guidance. Crossings should be away from junctions and aligned at a 90-degree angle for straight-line crossing.
- Unnecessary street furniture should be avoided and existing street clutter reviewed/removed.

#### 5.1.12 John Wesley's New Room

Concerned about access on Horsefair for café deliveries, contractors, visitors with mobility issues or access needs, volunteers arriving by bus, staff needing drop off/collection, coach parties, waste collection, museum donations and out of hours events.

Also concerned about reduced access/footfall during construction of proposals and surrounding developments.

Request:

- Access to Horsefair permitted for longer than currently offered on Merchant Street to include visits during working hours.
- Designated coach drop-off space within short walking distance.
- Support during construction periods.
- Continued dialogue.

#### 5.1.13 Labour Group (Bristol)

Concerned about:

- Access for Disabled People:
  - As a result of moved bus stops.
  - As a result of moved disabled parking.
- Re-routing of bus services without appropriate consultation with bus users/transport groups. Concern in particular to bus users from east Bristol:
  - Lack of central stops for Nos 6, 7, 42, 44 and 45.
  - Southbound services (including No 1) not serving Victoria Street but using Temple Way.
- Cost of facilitating one mass transit route and lack of joined-up approach between two routes in consultation:
  - Lack of shared stops to transfer between rapid transit services. Rapid transit service should service Baldwin Street and the Centre, not Union Street, to allow transfers between services.

Choice of vehicle is important: should look/feel like a mass transit system (not just another bus).

#### 5.1.14 Leonardo Hotel

Concern with relocation of loading bay on Broad Plain as a result of improved crossing.

#### 5.1.15 North Somerset Council (Passenger Transport)

State that many proposals seem positive but very concerned about banned turn from Lower Maudlin Street onto Bridewell Street. Many bus services from North Somerset terminate/start at Bristol Bus Station.

They were advised by First Bus that this could render some routes uneconomic. This could lead to more cars driving from North Somerset into Bristol.

State that, in order to implement the proposal, Bristol City Council would need to amend the Enhanced Partnership. Currently, North Somerset would vote against this amendment to protect the right-turn.

#### 5.1.16 University Hospitals Bristol and Weston and North Bristol NHS Trust

Support overall changes, promoting alternative options to private car. Would like confirmation that consideration has been given to the impact of the proposed changes to local air quality as a result of traffic displacement.

#### 5.1.17 St Mary Redcliffe Church

Concerned about:

- Impact on residents in Redcliffe as a highly deprived area of Bristol.
- Impact on church's heritage setting by traffic management equipment.
- Failure to celebrate the heritage and economic value the church brings to Bristol.
- Lack of coordination between this project, South Bristol Liveable Neighbourhoods and Temple Quarter.

Would like to discuss:

- Bristol City Centre Public Realm and Movement Framework (2012).
- Enhancing the use of Clarence Road as part of Temple Quarter scheme.

#### 5.1.18 Taxi Forum

Key issues around the removal of access to Broadmead due to the pedestrianisation of Horsefair and Penn Street. Removal and relocation of taxi ranks in this area and the impact this will have on disabled people and the wider taxi and private hire trade. Lack of access to bus gates and uniformity of this across schemes.

#### 5.1.19 University of Bristol

The university is broadly supportive of these proposals. They have highlighted key concerns and opportunities for Bristol City Council and University of Bristol to engage further. They request that continued engagement for these proposals, future iterations and additional proposals takes place with the University's Transport Team within the Campus Division. As highlighted in full comments, to effectively connect the Temple Quarter Enterprise Campus and the wider Temple Quarter Enterprise Zone, they believe there are a number of additional elements that need to be developed alongside these proposals, such as the community infrastructure, Temple Quarter bridge and the Harbour Walkway.

#### 5.1.20 University Hospital Bristol and Western

Supportive of the proposed changes with an understanding that public transport and active travel provision has a large role to play in enabling staff, patients and visitors to choose more sustainable modes of transport for the benefit of the health and wellbeing of themselves and others.

### 5.1.21 West of England Centre for Inclusive Living (WECIL)

We commissioned a report by WECIL looking at the scheme's shortfalls to access and recommendations of how they can be improved. These have been reviewed with the view of incorporating elements in the scheme to increase the accessibility of the scheme.

## 5.2 Survey responses

The online survey was open from 12 August to the 30 September 2024. In total **we received:**

**2,120 respondents, 5,389 free text comments, 21 stakeholder submissions** made up of major employers and business groups in the city and various other emails with responses to sections of the proposals. From those **16% of respondents were disabled people, 723 say they live in local area, 1,175 travel to or from work** in the area and **1,424 travel for leisure and social activity.**

In the survey respondents were given the option to skip any questions not applicable to them. For reporting purposes respondents who say they strongly agree and agree will be combined to show support and those that strongly disagree and disagree to show those that do not support the scheme. Those who are neutral will only be included on the chart.

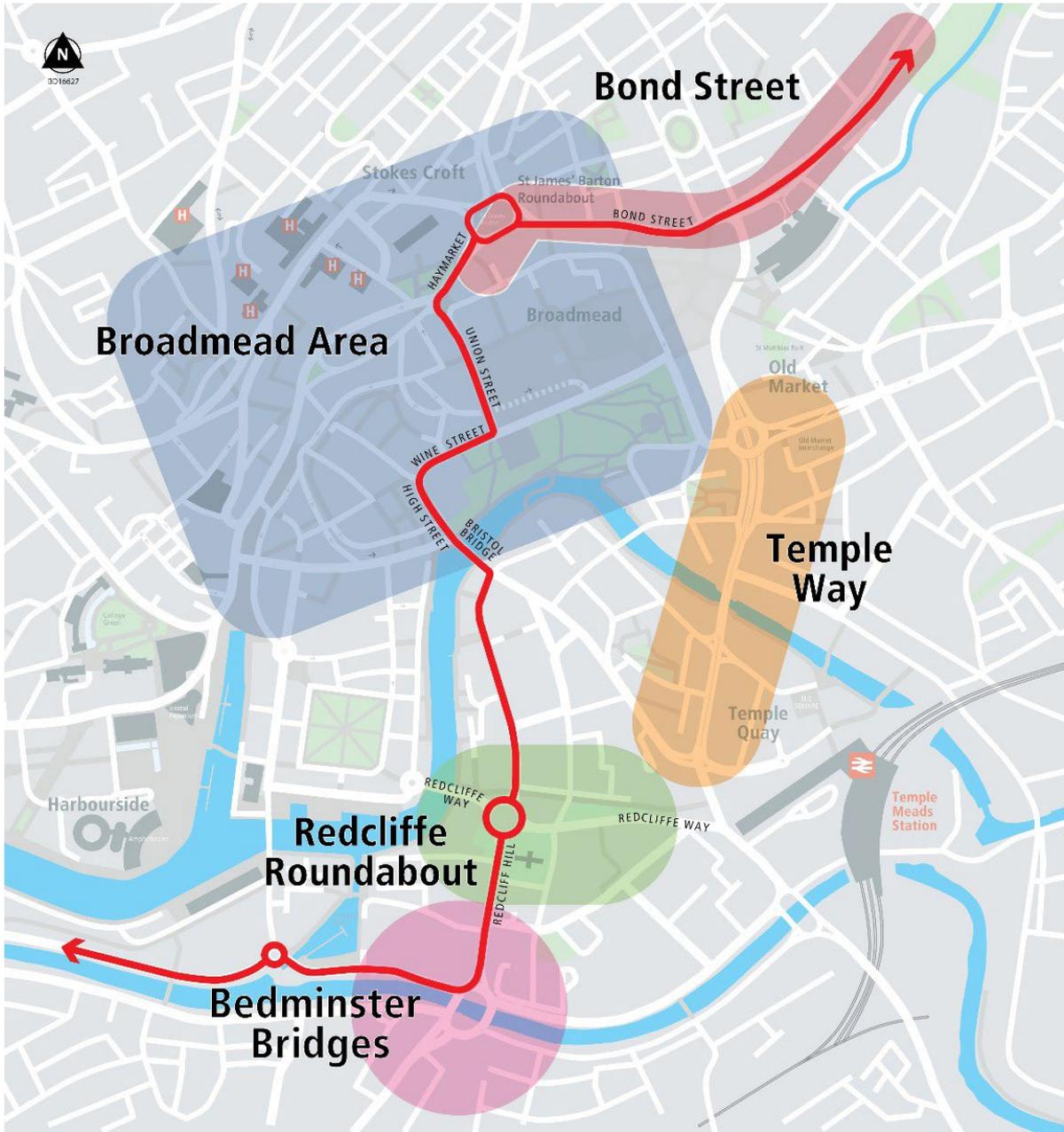
The responses were also separated by key stakeholder groupings to look at the levels of support in these groups such as those living in area, those traveling for work and leisure.

Further to this summary, we included responses to the free text questions with a set of themes developed from the responses received. Comments are separated into as many themes as needed depending on the points made.

### 5.2.1 Section 1: New rapid transit route

1. Do you have any comments or suggestions about the new rapid transit routes?

Of the 2,039 respondents, 56.2% of agree with the proposal while 31% disagree.



1. Do you agree or disagree with the proposed new rapid transit route through the city centre shown on the map above?

			Response Percent	Response Total
1	Strongly agree	<div style="width: 30.41%; height: 15px; background-color: red;"></div>	30.41%	620
2	Agree	<div style="width: 25.80%; height: 15px; background-color: yellow;"></div>	25.80%	526
3	Neither agree nor disagree	<div style="width: 12.80%; height: 15px; background-color: blue;"></div>	12.80%	261
4	Disagree	<div style="width: 9.47%; height: 15px; background-color: green;"></div>	9.47%	193
5	Strongly disagree	<div style="width: 21.53%; height: 15px; background-color: orange;"></div>	21.53%	439
			answered	2039

### 5.2.2 Section 2: Re-routing of buses in the Broadmead area

Of the 1,982 respondents, 50.2% agreed with the changes while 26% disagreed.

3. To what extent do you agree or disagree with the re-routing of bus services across the city centre?					
				Response Percent	Response Total
1	Strongly agree			24.67%	489
2	Agree			24.52%	486
3	Neither agree nor disagree			24.72%	490
4	Disagree			8.63%	171
5	Strongly disagree			17.46%	346
				answered	1982

We had responses from users of all 22 affected bus services. In total 1,040 respondents said their service will be affected. When looking at the answers from only people whose bus would be affected, there was still overall agreement among bus users for the re-routing changes: 51.7% agreed while 32% disagreed.

3. To what extent do you agree or disagree with the re-routing of bus services across the city centre?					
				Response Percent	Response Total
1	Strongly agree			27.02%	281
2	Agree			24.71%	257
3	Neither agree nor disagree			16.25%	169
4	Disagree			11.06%	115
5	Strongly disagree			20.96%	218
				answered	1040

As can be seen from the answers to question 5 below, the survey respondents included users of the bus services which will be affected. This shows that we have a broad range of views with responses from all affected services.. The most commonly used service by respondents was the Number 2 (292 responses) and the least common was Number 172, linked to 67 responses.

5. If 'yes', which affected bus service(s) do you use? Please select any that you use. (If the bus service you use is not listed here, it would not be affected by the proposals.)					
				Response Percent	Response Total
1	1			25.71%	261
2	2			28.77%	292
3	3			13.00%	132
4	4			12.81%	130

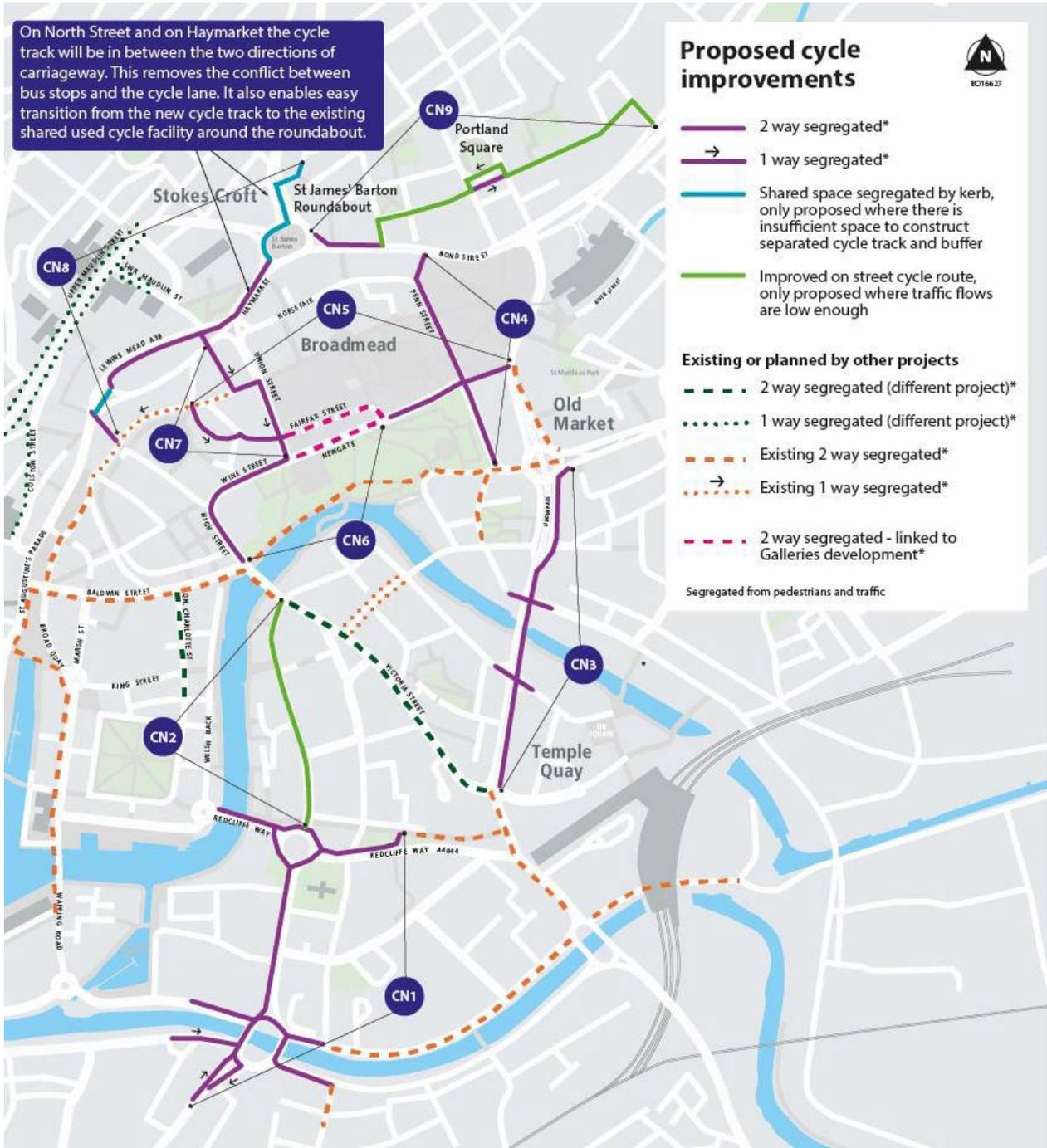
**5. If 'yes', which affected bus service(s) do you use? Please select any that you use. (If the bus service you use is not listed here, it would not be affected by the proposals.)**

			<b>Response Percent</b>	<b>Response Total</b>
5	6		11.13%	113
6	7		11.43%	116
7	8		14.68%	149
8	9		7.59%	77
9	24		21.18%	215
10	39		8.67%	88
11	x39		13.79%	140
12	42		16.16%	164
13	43		19.01%	193
14	44		17.24%	175
15	45		16.45%	167
16	48		17.83%	181
17	49		16.85%	171
18	72		13.40%	136
19	172		6.60%	67
20	349		8.47%	86
21	376		10.44%	106
22	522		7.09%	72
			<b>answered</b>	<b>1015</b>

5.2.3 Section 3: Cycle network

We had 2,009 respondents, of which 60% agree with the proposal while 23.5% disagree.

On North Street and on Haymarket the cycle track will be in between the two directions of carriageway. This removes the conflict between bus stops and the cycle lane. It also enables easy transition from the new cycle track to the existing shared used cycle facility around the roundabout.



**7. To what extent do you agree or disagree with the proposed cycle network changes in the centre?**

		Response Percent	Response Total
1	Strongly agree		40.97% 823
2	Agree		19.01% 382

**7. To what extent do you agree or disagree with the proposed cycle network changes in the centre?**

			<b>Response Percent</b>	<b>Response Total</b>
3	Neither agree nor disagree		16.48%	331
4	Disagree		6.82%	137
5	Strongly disagree		16.72%	336
			answered	2009

In terms of individual sections of cycle network across the five areas all had around 60% support, ranging from 58.1% - 62.8% agreeing to the changes. Disagreement ranged between 21.3% and 23.9%.

**8. It would help us to know if there are some aspects of the proposals that you agree with and others that you disagree with. Please tell us if you agree or disagree with each of the following proposed changes to the cycle routes in the city centre.**

	<b>Strongly agree</b>	<b>Agree</b>	<b>Neither agree nor disagree</b>	<b>Disagree</b>	<b>Strongly disagree</b>	<b>Response Total</b>
A new two-way segregated cycle track south to north from Bedminster Parade to Redcliffe Way via Redcliff Hill (CN1)	47.3% (835)	16.1% (284)	14.5% (256)	5.2% (92)	16.9% (298)	1765
An improved on-road cycle route south to north on Redcliff Street between Redcliffe Roundabout and Victoria Street (CN2)	40.0% (700)	19.9% (349)	16.3% (286)	6.9% (121)	16.8% (295)	1751
A new two-way segregated cycle track south to north from Temple Gate junction to Old Market Roundabout (CN3)	47.6% (833)	15.2% (265)	16.0% (279)	4.7% (83)	16.5% (289)	1749
A new two-way segregated cycle track south to north from Castle Street to Bond Street (CN4)	46.0% (801)	15.3% (266)	16.8% (292)	5.3% (92)	16.7% (291)	1742
A new two-way segregated cycle track east to west from Nelson Street to Bond Street (CN5)	45.0% (784)	16.2% (282)	17.0% (296)	5.3% (92)	16.5% (288)	1742
A new two-way segregated cycle track east to west from Bristol Bridge to Broadweir (CN6)	45.8% (797)	16.1% (280)	16.4% (285)	5.3% (93)	16.4% (286)	1741
A one-way north to south segregated cycle link between Haymarket and Wine Street via Silver Street and Union Street (CN7)	41.5% (722)	17.3% (301)	18.7% (325)	5.9% (102)	16.7% (290)	1740
A new two-way cycle track, segregated from traffic, from	46.5% (810)	14.7% (256)	17.3% (302)	4.9% (85)	16.5% (288)	1741

**8. It would help us to know if there are some aspects of the proposals that you agree with and others that you disagree with. Please tell us if you agree or disagree with each of the following proposed changes to the cycle routes in the city centre.**

	Strongly agree	Agree	Neither agree nor disagree	Disagree	Strongly disagree	Response Total
Nelson Street to Stokes Croft (CN8)						
					answered	1774
					skipped	164

#### 5.2.4 Section 4: Broadmead area

Of the 1,785 respondents for this section, 51.7% agree with the proposal while 28.7% disagreed.



10. Do you agree or disagree with the proposed changes to the Broadmead area?					
				Response Percent	Response Total
1	Strongly agree			29.64%	580
2	Agree			21.87%	428
3	Neither agree nor disagree			19.72%	386
4	Disagree			8.43%	165
5	Strongly disagree			20.34%	398
				answered	1957
				skipped	163

From the 1,883 respondents to the **Union Street** section there was overall support, with 55.4% agreeing and 30.3% disagreeing with Union Street being two-way. On the question of changing the junction, 52.6% agreed while 24.7% disagreed.

11. It would help us to know if there are some aspects of the proposals that you agree with and others that you disagree with. Please tell us if you agree or disagree with each of the following proposed changes needed to enable a bus rapid transit route.						
	Strongly agree	Agree	Neither agree nor disagree	Disagree	Strongly disagree	Response Total
Union Street to become two-way and bus only, no taxis, no motorcycles (BA1)	36.2% (678)	19.2% (360)	14.3% (268)	8.2% (153)	22.1% (415)	1874
Changes to the junction of Union Street and Lower Maudlin Street with The Haymarket. These would include: Buses would be able to turn right from Union Street onto The Haymarket and turn left from The Haymarket to Union Street (BA2) A new left turn from The Haymarket to The Horsefair for access only (BA3) The existing bus-only left turn from Union Street to Bridewell Street would remain (BA4) The bus-only right turn from Lower Maudlin Street onto Bridewell Street would not be possible (BA5)	29.7% (551)	22.9% (425)	22.8% (424)	5.7% (105)	19.0% (353)	1858
					answered	1883
					skipped	237

Of the 1,899 who responded on the **Broadmead area changes**, most respondents agreed with the proposals. The area of lowest support was the Pithay being taxi-only, with 42.3% agreed compared to 29.4% disagreeing. The area of highest support was the pedestrianisation of Horsefair, Penn Street and the section of Broadmead between Union Street and Nelson Street - 59.2% agreed while 28.2% disagreed.

<b>12. Please tell us if you agree or disagree with each of the following proposed changes needed to improve the public spaces and reduce traffic in the Broadmead area.</b>						
	<b>Strongly agree</b>	<b>Agree</b>	<b>Neither agree nor disagree</b>	<b>Disagree</b>	<b>Strongly disagree</b>	<b>Response Total</b>
The Horsefair, Penn Street and a section of Broadmead between Union Street and Nelson Street will be pedestrianised. Vehicles will be allowed to service shops at restricted times. Streets in Broadmead that are already pedestrianised will remain so (BA6)	42.0% (787)	17.2% (323)	12.5% (234)	6.8% (128)	21.4% (401)	1873
Fairfax Street would be used by more buses and have new bus stops (BA7)	31.5% (582)	25.3% (467)	20.6% (380)	5.5% (102)	17.1% (315)	1846
Taxi ranks, blue badge parking and loading would be relocated to the edge of the pedestrianised area (BA8)	29.7% (553)	19.7% (367)	19.1% (356)	9.1% (169)	22.5% (420)	1865
The right turn from Penn Street onto Broad Weir will be closed. Any traffic that needs to make this movement would instead use Old Market Roundabout to turn around (BA9)	28.9% (530)	17.3% (317)	23.3% (428)	8.9% (164)	21.6% (397)	1836
The Pithay to be taxi only northbound (down the hill) (BA10)	24.8% (456)	17.5% (321)	28.3% (521)	8.5% (156)	20.9% (385)	1839
					answered	1899
					skipped	221

### 5.2.5 Section 5: Changes to road layouts in four areas

Respondents were given the opportunity to share their views on any or all the four areas that were applicable to them.

#### Section 5: Bedminster Bridges: East Street to Redcliff Hill

1,000 individuals responded to the section about Bedminster Bridges. Of those 54% agreed while 39.7% disagreed. A total of 1,020 of respondents filled in the individual sections. The proposal in this section with least support was changing pay and display parking to residents' parking which had 41.1% agreement and 35.5% disagreement. The proposal in the area that had the most support was to improve lighting and landscaping, which had 66% agreement while 16.9% disagreed. All the pedestrian and cycle improvements had more than 60% approval.

**15. Do you agree or disagree with the overall proposals for East Street, Bedminster Parade, Bedminster Bridges and Redcliff Hill?**

			Response Percent	Response Total
1	Strongly agree		37.50%	375
2	Agree		16.50%	165
3	Neither agree nor disagree		6.30%	63
4	Disagree		7.40%	74
5	Strongly disagree		32.30%	323
			answered	1000
			skipped	1120

**It would help us to know if there are some aspects of the proposals that you agree with and others that you disagree with. Please tell us if you agree or disagree with each of the following proposed changes for Bedminster Bridges, East Street, Bedminster Parade and Redcliff Hill.**

	Strongly agree	Agree	Neither agree nor disagree	Disagree	Strongly disagree	Response Total
Removal of the roundabout at Bedminster Bridges to provide two-way traffic on the east bridge and a faster route for buses on the west bridge (BB1). This would require new traffic signals on Redcliff Hill (BB2) and Bedminster Parade (BB3), removing Nelson Parade car park (BB4) and some traffic movements no longer permitted (BB5, BB6, BB7, BB8, BB9, BB10)	36.3% (363)	14.9% (149)	7.5% (75)	6.1% (61)	35.3% (353)	1001
Two additional bus shelters on Redcliff Hill (BB11)	36.0% (354)	22.5% (221)	24.3% (239)	1.1% (11)	16.2% (159)	984
New cycle tracks across both bridges and on the roads leading into the junction (BB12, BB13, BB14, BB15, BB16 and BB17)	48.2% (479)	12.2% (121)	10.8% (107)	4.6% (46)	24.2% (241)	994
Improved lighting and landscaping on the traffic island near Nelson Parade (BB18)	43.2% (427)	22.8% (225)	17.1% (169)	1.2% (12)	15.7% (155)	988
New pedestrian and cycle crossing of York Road at Bedminster Bridge (BB19) and alteration of the existing crossing near Whitehouse Street to facilitate the cycleway (BB20)	45.4% (449)	15.8% (156)	12.8% (127)	4.3% (43)	21.7% (215)	990

**It would help us to know if there are some aspects of the proposals that you agree with and others that you disagree with. Please tell us if you agree or disagree with each of the following proposed changes for Bedminster Bridges, East Street, Bedminster Parade and Redcliff Hill.**

	<b>Strongly agree</b>	<b>Agree</b>	<b>Neither agree nor disagree</b>	<b>Disagree</b>	<b>Strongly disagree</b>	<b>Response Total</b>	
Improved wider pedestrian crossing of Redcliff Hill near Mercure Hotel (BB21) and the existing underpass on Redcliff Hill to be filled in to create improved public space and new landscaping (BB22)	45.4% (450)	16.8% (166)	12.8% (127)	5.0% (50)	20.0% (198)	991	
Two single-stage pedestrian crossings of Commercial Road and Coronation Road at Bedminster Bridges to replace the four existing crossings (BB23)	43.2% (428)	18.4% (182)	13.8% (137)	4.5% (45)	20.1% (199)	991	
Footway to be widened in front of Bedminster Library to accommodate high footfall. Parking to be removed and loading permitted on widened footway during less busy periods (BB24)	43.9% (431)	17.7% (174)	11.7% (115)	5.3% (52)	21.4% (210)	982	
Redcliff Hill into Guinea Street to be one-way with 'no entry' sign at the junction of Alfred Place and Guinea Street (BB25). A new right turn lane would be provided on Redcliff Hill (BB26)	32.8% (323)	14.1% (139)	23.1% (227)	5.5% (54)	24.5% (241)	984	
Traffic lanes to be reduced to one lane in each direction on Coronation Road (BB27)	36.7% (366)	12.2% (122)	11.8% (118)	8.0% (80)	31.3% (312)	998	
New traffic lights at junction of Regent Road and Bedminster Parade to improve safety and make it easier to exit Regent Road (BB28)	36.2% (351)	17.3% (168)	19.8% (192)	4.3% (42)	22.3% (216)	969	
Pay and display parking to be changed to residents' parking (RPS) bays on Bedminster Parade between York Road and Boot Lane (BB29)	28.7% (283)	12.4% (122)	23.4% (230)	7.7% (76)	27.8% (274)	985	
Parking to be removed opposite Bedminster Parade Post Office and three new loading bays provided to improve flow of traffic (BB30)	34.5% (339)	14.4% (142)	19.3% (190)	6.3% (62)	25.4% (250)	983	
						answered	1020
						skipped	1100

Section 5: Redcliffe Roundabout

There were 914 people who responded to the Redcliffe Roundabout section of the survey. Of these, 56.2% agreed with changes while 34.9% disagreed.

17. Do you agree or disagree with the proposed changes for Redcliffe Roundabout and Redcliffe Way?			Response Percent	Response Total
1	Strongly agree		36.65%	335
2	Agree		19.58%	179
3	Neither agree nor disagree		8.86%	81
4	Disagree		8.10%	74
5	Strongly disagree		26.81%	245
			answered	914
			skipped	1206

In terms of the individual elements in this section, the one with lowest support at 50.2% was upgrading the bus stop and changing it to a floating bus stop between Redcliffe Roundabout and Phippen Street, while 29% disagreed. The element with highest support was upgrading the westbound bus stop on Chatterton square with real time information, for this measure 63.5% agreed while 21.3% disagreed.

18. It would help us to know if there are some aspects of the proposals that you agree with and others that you disagree with. Proposals RR1 to RR11 are on the west map. Proposals RR12 to RR15 are on the east map. Please tell us if you agree or disagree with each of the following proposed changes for Redcliffe Roundabout and Redcliffe Way.						
	Strongly agree	Agree	Neither agree nor disagree	Disagree	Strongly disagree	Response Total
New 20 mph speed limit on roundabout and Redcliffe Way (RR1)	45.9% (422)	15.7% (144)	10.0% (92)	6.2% (57)	22.2% (204)	919
Bus gates on Redcliff Street near Portwall Lane so that Redcliff Street would become bus only with local access for residents and businesses. (RR2). General traffic would be re-routed from Redcliff Street to St Thomas Street (RR3)	38.7% (351)	15.0% (136)	7.4% (67)	7.7% (70)	31.1% (282)	906
Portwall Lane between Redcliff Street and St Thomas Street to be permanently closed to general traffic. This would allow outdoor seating space (RR4)	47.1% (430)	15.1% (138)	7.2% (66)	3.9% (36)	26.5% (242)	912
Phippen Street to be signalised to enable general traffic to turn	32.3% (290)	20.3% (182)	21.2% (190)	3.6% (32)	22.7% (204)	898

**18. It would help us to know if there are some aspects of the proposals that you agree with and others that you disagree with. Proposals RR1 to RR11 are on the west map. Proposals RR12 to RR15 are on the east map. Please tell us if you agree or disagree with each of the following proposed changes for Redcliffe Roundabout and Redcliffe Way.**

	<b>Strongly agree</b>	<b>Agree</b>	<b>Neither agree nor disagree</b>	<b>Disagree</b>	<b>Strongly disagree</b>	<b>Response Total</b>
right onto Redcliffe Way and to provide signalised crossings (RR5)						
New eastbound bus lanes on Redcliffe Way on the entry, exit and circulatory carriageway of the roundabout to avoid traffic queues at the roundabout (RR6)	38.9% (345)	19.3% (171)	13.5% (120)	3.7% (33)	24.7% (219)	888
3m wide two-way cycle track, segregated from traffic and pedestrians, around Redcliffe Roundabout and along the north side of Redcliffe Way. This will connect with existing cycle tracks on Redcliffe Way, Redcliff Hill and Portwall Lane (RR7)	48.8% (443)	12.8% (116)	8.5% (77)	4.7% (43)	25.2% (229)	908
New signal controlled crossings of all four arms of the Redcliffe Roundabout. These will replace the existing zebra crossings and will segregate pedestrians and cyclists (RR8)	37.8% (341)	17.3% (156)	11.9% (107)	7.5% (68)	25.5% (230)	902
Raised pedestrian and cycle crossing of Phippen Street at junction with Portwall Lane. Cobble to be re-laid (RR9)	41.5% (372)	18.7% (168)	13.4% (120)	3.0% (27)	23.4% (210)	897
Bus stop upgraded and relocated as a 'floating' bus stop (between the carriageway and cycle track) between Redcliffe Roundabout and Phippen Street (RR10)	33.0% (294)	17.2% (153)	20.8% (185)	4.8% (43)	24.2% (216)	891
Continuous footway giving pedestrians priority over motor traffic at Pump Lane junction with Redcliffe Way (RR11)	46.1% (414)	16.1% (145)	10.8% (97)	3.2% (29)	23.7% (213)	898
Chatterton Square junction with Redcliffe Way to be closed to enable bus stop upgrade. Vehicles would exit Temple Street car park via Chatterton Street onto Clarence Road. (RR12)	34.9% (309)	15.6% (138)	21.7% (192)	3.7% (33)	24.2% (214)	886
Westbound bus stops to be upgraded with a shelter and real time information at the Chatterton Square junction	41.8% (370)	21.7% (192)	15.3% (135)	1.4% (12)	19.9% (176)	885

**18. It would help us to know if there are some aspects of the proposals that you agree with and others that you disagree with. Proposals RR1 to RR11 are on the west map. Proposals RR12 to RR15 are on the east map. Please tell us if you agree or disagree with each of the following proposed changes for Redcliffe Roundabout and Redcliffe Way.**

	Strongly agree	Agree	Neither agree nor disagree	Disagree	Strongly disagree	Response Total
(RR13) and opposite Canynge Street (RR14)						
New westbound cycle lane from Chatterton square which connects into a new parallel cycle and pedestrian crossing near Canynge Street to reach the two-way cycle track (RR15)	43.0% (382)	16.2% (144)	13.8% (123)	3.6% (32)	23.4% (208)	889
					answered	932
					skipped	1188

#### Section 5: Temple Way

A total of 876 people responded to this section with 63.5% in agreement and 25.8% disagreeing with the proposals.

#### 20. Do you agree or disagree with the proposed changes for Temple Way?

		Response Percent	Response Total
1	Strongly agree		40.64% 356
2	Agree		22.95% 201
3	Neither agree nor disagree		10.62% 93
4	Disagree		5.14% 45
5	Strongly disagree		20.66% 181
		answered	876
		skipped	1244

All sections of this scheme had more than 60% agreement from the public with disagreement ranging from 20.4% to 29.1%.

**21. It would help us to know if there are some aspects of the proposals that you agree with and others that you disagree with. Please tell us if you agree or disagree with each of the following proposed changes for Temple Way.**

	Strongly agree	Agree	Neither agree nor disagree	Disagree	Strongly disagree	Response Total
Widening the bus lane on the northbound slip road from Old Market Roundabout (next to the Marriott Hotel) so buses can pass terminating buses	41.9% (357)	18.5% (158)	10.4% (89)	6.0% (51)	23.1% (197)	852

**21. It would help us to know if there are some aspects of the proposals that you agree with and others that you disagree with. Please tell us if you agree or disagree with each of the following proposed changes for Temple Way.**

	Strongly agree	Agree	Neither agree nor disagree	Disagree	Strongly disagree	Response Total
that would be moved from Broadmead to wait here. The general traffic lanes will be reduced from two to one. (TW1))						
A new two-stage signalised junction that will help southbound buses from Old Market join the main Temple Way carriageway before the junction with Avon Street (TW2)	38.0% (319)	24.4% (205)	14.2% (119)	3.7% (31)	19.8% (166)	840
New southbound bus lanes on the approach to Avon Street and between Avon Street and Temple Back East (TW3)	39.4% (330)	21.8% (183)	13.4% (112)	4.1% (34)	21.4% (179)	838
Bus priority northbound on Temple Way, including a short northbound bus lane on Old Market Roundabout (TW4) and a double width bus lane northbound on Temple Way near Temple Gate to enable buses to pass buses at bus stops (TW5)	40.7% (341)	20.9% (175)	9.5% (80)	6.0% (50)	22.9% (192)	838
A two-way, segregated cycle track along the east side of Temple Way from Old Market Roundabout to Temple Gate junction (TW6)	50.3% (429)	14.4% (123)	9.6% (82)	4.6% (39)	21.1% (180)	853
An improved two-way cycle and pedestrian crossing of Temple Way at Avon Street. This will require traffic leaving Avon Street to turn right only (towards Old Market Roundabout). (TW7 and TW8)	49.2% (419)	13.6% (116)	9.3% (79)	4.8% (41)	23.0% (196)	851
Changes to the Temple Back East junction with Temple Way to provide segregated pedestrian and cycle crossings of Temple Way and Temple Back East (TW9)	47.5% (400)	18.3% (154)	9.7% (82)	3.4% (29)	21.0% (177)	842
Two bus stops relocated slightly to enable additional bus capacity or other improvements (TW10)	39.4% (329)	23.7% (198)	16.6% (139)	1.7% (14)	18.7% (156)	836
					answered	864
					skipped	1256

Section 5: Bond Street

Of the 801 respondents to this section, 58% agreed with the proposed changes while 29.2% disagreed.

23. Do you agree or disagree with the proposed changes for Bond Street?				Response Percent	Response Total
1	Strongly agree			31.09%	249
2	Agree			26.97%	216
3	Neither agree nor disagree			12.73%	102
4	Disagree			7.62%	61
5	Strongly disagree			21.60%	173
				answered	801
				skipped	1319

Of all the measures proposed in the Bond Street area, the removal of the cycle lanes on St Pauls Street had the least support with 48.9% in agreement while 30.6% disagreed. The element of highest support was the two-way cycleway between James Barton Roundabout and York Road with 61.1% in agreement and 26.7% disagreeing.

24. It would help us to know if there are some aspects of the proposals that you agree with and others that you disagree with. Please tell us if you agree or disagree with each of the following proposed changes for Bond Street.						
	Strongly agree	Agree	Neither agree nor disagree	Disagree	Strongly disagree	Response Total
New eastbound bus lane from the car park entrance near St James Barton Roundabout to the junction with Houlton Street (BS1). This would replace the existing cycle lane and one existing traffic lane. Some limited carriageway widening would be needed (BS2)	32.3% (247)	22.5% (172)	13.7% (105)	8.0% (61)	23.5% (180)	765
Bus priority westbound including bus priority signals near Elton Street (BS3), a new westbound bus lane on Newfoundland Circus from near Elton Street to the Cabot Circus car park entrance (BS4) and three new/upgraded bus shelters (BS5)	36.9% (278)	21.2% (160)	13.3% (100)	6.0% (45)	22.7% (171)	754
New bus lanes on St James Barton Roundabout east side (BS6) and south side (BS7)	36.3% (273)	23.0% (173)	13.1% (99)	4.2% (32)	23.4% (176)	753
A new two-way route west to east from St James Barton	31.8% (238)	23.5% (176)	15.5% (116)	5.7% (43)	23.5% (176)	749

**24. It would help us to know if there are some aspects of the proposals that you agree with and others that you disagree with. Please tell us if you agree or disagree with each of the following proposed changes for Bond Street.**

	Strongly agree	Agree	Neither agree nor disagree	Disagree	Strongly disagree	Response Total
Roundabout to Newfoundland Road, via York Street, Brunswick Square (south side), Pembroke Street and Wilson Street (BS8). The proposed route is mostly on low-traffic roads, which would have new traffic calming (BS9)						
A short two-way segregated cycle track between St James Barton Roundabout and York Street (BS10)	38.6% (293)	22.5% (171)	12.2% (93)	4.7% (36)	22.0% (167)	760
A cycle contraflow on the south side of Portland Square. The cycle contraflow would result in loss of eight parking spaces (BS11)	38.7% (296)	17.9% (137)	12.8% (98)	5.9% (45)	24.7% (189)	765
The existing shared use cycle and pedestrian footway on Bond Street will be retained. The crossing on St Paul Street will be improved to increase space for cyclists and pedestrians (BS12)	37.9% (291)	23.2% (178)	11.9% (91)	5.5% (42)	21.5% (165)	767
Existing contraflow cycle lane on St Paul Street will be removed to widen the footway (BS13)	29.3% (221)	19.6% (148)	20.4% (154)	8.1% (61)	22.5% (170)	754
					answered	779
					skipped	1341

### 5.3 Summary of responses by stakeholder groups

#### 5.3.1 Disabled respondents

Due to the disproportionate affect transport changes may have on disabled people, particularly in the Broadmead section, responses from this group were filtered. 300 respondents said they were disabled, making up 16% responses, with a further 7.7% preferring not to say. The 2021 Census found the Bristol average to be 17.2% (6.9% where it limits day to day activity a lot and 10.3% were it limits it a little).

#### Rapid Transit service

Of the 292 respondents to this section, 43.1% agreed with the rapid bus route changes while 44.2% disagreed.

#### Rerouting of bus service

From the 280 respondents to this section, 34% agreed with the changes while 43.9% disagreed.

Bus service being affected

Over half of the disabled respondents (161) used an affected bus service.

Of disabled people that use the bus service (159) 33.9% agree 54% disagree with the changes to bus routes.

Cycle network changes

Of the disabled respondents to this section, 37.8% agree while 39.2% disagree to the overall question. However, when asked about the individual elements only two aspects had majority of disabled respondents against. This included the improved on-street cycleway south to north on Redcliffe Roundabout (39.7% agree while 40.8% disagree). The other contentious aspect was making the road one way north-south on Haymarket (38.9% agree while 39.3% disagree). All other elements had majority support among disabled respondents.

Changes to Broadmead area

Of 283 disabled respondents, 35.5% agree while 54.2% disagree – this is significantly different to the overall response rate (of all 1,785 respondents, 51.7% agree with the proposal while 28.7% disagreed). One element had a majority agreement from the disabled respondents. This was the proposal that Fairfax Street would be used by more buses and have new bus stops (BA7) (42.6% agree and 38.5% disagree). For all other elements, a majority of respondents with a disability disagreed.

It is worth repeating at this point that the project is aware of and listening to this feedback. In anticipation of the feedback a separate Accessibility Audit was also commissioned as well as the public consultation. The project will take on board the feedback, and the detailed answers in the free text questions and update the proposals.

The aspects of most disagreement are listed below:

- Union Street becoming two-way (38% agree and 51.6% disagree).
- Pedestrianisation of Horsefair and Penn Street (40.9% agree and 48.7% disagree).
- Moving of the taxi and disability parking to the edge of pedestrianise area (30.4% agree and 58.8% disagree).

<b>11. It would help us to know if there are some aspects of the proposals that you agree with and others that you disagree with. Please tell us if you agree or disagree with each of the following proposed changes needed to enable a bus rapid transit route.</b>						
	<b>Strongly agree</b>	<b>Agree</b>	<b>Neither agree nor disagree</b>	<b>Disagree</b>	<b>Strongly disagree</b>	<b>Response Total</b>
Union Street to become two-way and bus only, no taxis, no motorcycles (BA1)	26.7% (73)	11.4% (31)	10.3% (28)	11.7% (32)	39.9% (109)	273
Changes to the junction of Union Street and Lower Maudlin Street with The Haymarket. These would include: Buses would be able to turn right from Union Street onto The Haymarket and turn left from The Haymarket to Union Street (BA2) A new left turn from The Haymarket to The Horsefair for access only	22.3% (60)	15.6% (42)	21.9% (59)	6.3% (17)	33.8% (91)	269

**11. It would help us to know if there are some aspects of the proposals that you agree with and others that you disagree with. Please tell us if you agree or disagree with each of the following proposed changes needed to enable a bus rapid transit route.**

	Strongly agree	Agree	Neither agree nor disagree	Disagree	Strongly disagree	Response Total
(BA3) The existing bus-only left turn from Union Street to Bridewell Street would remain (BA4) The bus-only right turn from Lower Maudlin Street onto Bridewell Street would not be possible (BA5)						
					answered	274
					skipped	24

**12. Please tell us if you agree or disagree with each of the following proposed changes needed to improve the public spaces and reduce traffic in the Broadmead area.**

	Strongly agree	Agree	Neither agree nor disagree	Disagree	Strongly disagree	Response Total
The Horsefair, Penn Street and a section of Broadmead between Union Street and Nelson Street will be pedestrianised. Vehicles will be allowed to service shops at restricted times. Streets in Broadmead that are already pedestrianised will remain so (BA6)	29.7% (80)	11.2% (30)	10.4% (28)	9.3% (25)	39.4% (106)	269
Fairfax Street would be used by more buses and have new bus stops (BA7)	26.8% (72)	16.0% (43)	18.6% (50)	7.4% (20)	31.2% (84)	269
Taxi ranks, blue badge parking and loading would be relocated to the edge of the pedestrianised area (BA8)	21.7% (60)	8.7% (24)	10.8% (30)	12.6% (35)	46.2% (128)	277
The right turn from Penn Street onto Broad Weir will be closed. Any traffic that needs to make this movement would instead use Old Market Roundabout to turn around (BA9)	23.7% (62)	11.5% (30)	15.6% (41)	11.1% (29)	38.2% (100)	262
The Pithay to be taxi only northbound (down the hill) (BA10)	20.7% (54)	12.3% (32)	22.2% (58)	9.6% (25)	35.2% (92)	261
					answered	280
					skipped	18

### 5.3.2 Area responses from disabled people

Only areas where there is majority disagreement have been highlighted by disabled people to see if there are issues that can be addressed. All other aspects had majority support.

### 5.3.2.1 Bedminster Bridges

(148) 38% agree and 54.9% disagree.

In terms of individual elements most had equal or majority support apart from:

- Removal of the roundabout (38.2% agree and 55.5% disagree).
- Two-way signal stage crossing at Commercial Road (36.1% agree and 37.6% disagree).
- Footway widened at Bedminster Library with parking being removed and loading permitted (44.3% agree and 45% disagree).
- Traffic lanes reduced to one lane each direction on Coronation Road (35.7% agree and 56% disagree).
- Pay and display changes to disabled parking (33.4% agree and 53.6% disagree).
- Pay and display removed at Bedminster parade (33.3% agree and 49.7% disagree).

### 5.3.2.2 Redcliffe Roundabout

(131) 42% agree and 52% disagree.

- Bus gate on Redcliff Street (37.9% agree and 56% disagree).
- Portwall Lane to be closed to traffic to St Thomas (44.7% agree and 47% disagree).
- Cycle track on the north side of Redcliffe way (42% and 48.8%) disagree.
- New signal control on all arms of the roundabout replacing a zebra crossing (40.9% agree and 44% disagree).
- Bus stop upgraded and relocated as floating (36.4% agree and 43.9% disagree).
- Chatterton Square junction closed (34.4% agree 45% disagree).
- New west cycle lane from Chatterton Street to parallel crossing (40.3% agree and 41.9% disagree).

### 5.3.2.3 Temple Way

(142) 45% agree while 42.8% disagree.

- Widening bus lane on northbound slip (44.7% agree and 46.2% disagree).
- Improved two-way cycling and pedestrian crossing at Avon street (43.8% agree and 43.9% disagree).

### 5.3.2.4 Bond Street

(133) 45.2% agree while 42% disagree.

- Cycle contraflow on south side of Portland Square resulting in the loss of eight parking spaces (33.4% agree and 43.4% disagree).

### 5.3.3 Description of respondents

26. Which of the following best describes you? (Please select all that apply)				
			Response Percent	Response Total
1	I live in the area affected by the city centre transport proposals		41.64%	122

26. Which of the following best describes you? (Please select all that apply)				
			Response Percent	Response Total
2	I am responding on behalf of a business in the area affected by the transport proposals		6.14%	18
3	I work in the area affected by the transport proposals		33.79%	99
4	I am regular visitor to the area affected by the transport proposals		70.99%	208
5	I will be moving to live in the Broadmead area in the future		2.05%	6
6	I am a taxi/ private hire driver		1.02%	3
7	I am responding on behalf of a public transport operator		0.68%	2
8	I am responding on behalf of a voluntary or community or social enterprise / Interest group		3.41%	10
9	I am a ward councillor		1.37%	4
10	I am an MP		0.34%	1
11	Other (please specify):		16.38%	48
<b>Statistics</b>			answered	293

## 5.4 Reason for using the route

This section shows how different grouping of respondents responded to the consultation. This was done by filtering their response where they identified which group they belong to.

### 5.4.1 Live in affected area

725 people who live in the area responded to the survey.

New rapid transit route

54.9% agree and 34.5% disagree.

Rerouting of bus service

51.4% agree and 25.6% disagree.

Cycle Network

61.5% agree and 24.2% disagree.

Broadmead area

52.3% agree and 28.8% disagree.

All areas had majority agreement ranging from 41% agreeing and 29.6% disagreeing with the change to Pithay to 58.6% agreeing and 27.4% disagreeing with pedestrianisation of the Horsefair and Penn Street.

### Bedminster Bridges

Of 467 respondents living in the area, 52.6% agree and 42.4 % disagree.

All areas had majority support from local residents. The lowest level of support was for changing pay and display to residents' parking on Bedminster Parade, (41.7% agreeing and 33% disagreeing) while the highest level of support was for a wider pedestrian crossing at Redcliffe Hill near Mercure Hotel and filling in the underpass (64.8% agreed and 23.1% disagreed).

### Redcliffe Roundabout and Redcliffe Way

Of the 406 respondents living in the area, 56% agreed while 36.7% disagreed.

The majority of respondents supported each element, ranging from 47.6% agreeing and 29.6% disagreeing with bus stop upgrade and change to floating bus stop between the roundabout and Phippen Street to 63.7% agreeing and 29.7% disagreeing with the Portwall Lane closure.

### Bond Street

Of the 295 responses from residents, 56.9% agree and 33.8% disagree.

This ranged from 43.4% agreeing and 38.8% disagreeing with removing the existing contraflow on St Pauls Street to 59.6% agreeing and 31.6% disagreeing with retaining the shared use cycle and pedestrian footway on Bond Street and retaining the crossing on St Pauls Street.

### Mode of transport used

27. What is your main form of transport you usually use along these routes? (please tick all that apply)				
			Response Percent	Response Total
1	Walk		76.11%	567
2	Bicycle (including e-bike)		47.25%	352
3	Scooter (including e-scooter)		12.89%	96
4	Bus/ Metrobus		51.81%	386
5	Park & Ride		2.28%	17
6	Train		17.05%	127
7	Car/ Van driver		44.16%	329
8	Car/ Van passenger		17.58%	131
9	Taxi		15.30%	114
10	Motorcycle		2.82%	21
11	Other (please specify):		2.95%	22
<b>Statistics</b>			answered	745

#### 5.4.2 Respondents who travel to or from work through the area.

There were 1,175 responses to this section from those travelling to/from work in the area. Of those 59% agree 32% disagree with new route.

- 52% agreed with rerouting buses while 24.6% disagreed.
- 599 of these respondents use an affected bus service while 323 did not use buses in the area.

#### Cycle network

1,173 responded with 64% agreeing and 22.5% disagreeing with cycle network changes.

#### Broadmead area

1,095 responded with 55.6% agreeing and 26.4% disagreeing.

#### Bedminster Bridges

621 responded with 59% agreeing and 36.3% disagreeing.

#### Redcliffe Roundabout

586 responded with 61.3% agreeing and 32.4% disagreeing.

#### Temple Way

575 responded with 68% agreeing 23% disagreeing.

#### Bond Street

512 responded with 60% agreeing and 29% disagreeing.

#### Travel modes

27. What is your main form of transport you usually use along these routes? (please tick all that apply)			Response Percent	Response Total
1	Walk		67.92%	796
2	Bicycle (including e-bike)		50.43%	591
3	Scooter (including e-scooter)		10.58%	124
4	Bus/ Metrobus		56.14%	658
5	Park & Ride		3.24%	38
6	Train		15.44%	181
7	Car/ Van driver		40.78%	478
8	Car/ Van passenger		15.36%	180
9	Taxi		12.20%	143
10	Motorcycle		2.22%	26
11	Other (please specify):		1.79%	21
<b>Statistics</b>			answered	1172

### 5.4.3 Travel for leisure or social activity

1,424 people responded to this section.

New rapid transit route

1,376 responded with 62.8% agreeing and 25.5% disagreeing.

Rerouting of buses in Broadmead area

1,347 responded with 55.1% agreeing and 22% disagreeing.

Bus service affected

737 of the respondents said their bus service will be affected and 348 said they do not use buses in this area.

Cycle Network

66.9% agreed and 18.4 disagreed.

Broadmead section

1,332 responded with 59% agreeing and 23.8% disagreeing.

Bedminster Bridges

750 respondents with 62.5% agreeing and 32.6% disagreeing.

Redcliffe Roundabout

700 responded with 62.2% agreeing 29.1% disagreeing.

Temple Way

679 responded with 69.8% agreeing and 21.2% disagreeing.

Bond Street

621 responded with 63.4% agreeing and 23.8% disagreeing.

Mode of travel used.

27. What is your main form of transport you usually use along these routes? (please tick all that apply)				
			Response Percent	Response Total
1	Walk		71.01%	1009
2	Bicycle (including e-bike)		51.58%	733
3	Scooter (including e-scooter)		11.40%	162
4	Bus/ Metrobus		61.65%	876
5	Park & Ride		3.24%	46
6	Train		15.97%	227
7	Car/ Van driver		41.03%	583
8	Car/ Van passenger		15.83%	225
9	Taxi		13.16%	187
10	Motorcycle		3.03%	43
11	Other (please specify):		2.18%	31
			answered	1421
			skipped	3

## Description of respondents

26. Which of the following best describes you? (Please select all that apply)				
			Response Percent	Response Total
1	I live in the area affected by the city centre transport proposals		41.98%	597
2	I am responding on behalf of a business in the area affected by the transport proposals		4.15%	59
3	I work in the area affected by the transport proposals		38.47%	547
4	I am regular visitor to the area affected by the transport proposals		77.99%	1109
5	I will be moving to live in the Broadmead area in the future		1.27%	18
6	I am a taxi/ private hire driver		0.77%	11
7	I am responding on behalf of a public transport operator		0.49%	7
8	I am responding on behalf of a voluntary or community or social enterprise / Interest group		2.04%	29
9	I am a ward councillor		0.35%	5
10	I am an MP		0.07%	1
11	Other (please specify):		5.98%	85
			answered	1422
			skipped	2

## 5.5 Free text summary

Text from respondents were analysed by building up themes based on the comments made by the responders. Where the responses cover multiple themes or areas, comments were assigned to all themes discussed, meaning a comment can be included in multiple themes or subthemes. For reporting purposes, only the top 3 main themes will be discussed under each question. A further summary of points raised across all areas will be highlighted at the end.

### 5.5.1 Question 2. Do you have any comments or suggestions about the new rapid transit route?

Most comments focused on public transport. These included those that were overtly in support of the bus changes, those opposed to the changes and those who had recommendations on how it can be improved. The next highest grouping were those commenting on connections to other bus

services to different part of the city. Closely aligned to that was the need for improvements to other area bus services. Driving-related comments focused on areas including access to the city centre, feelings of being cut off or the feeling of being prevented from driving where they want.

Main points raised:

- We need greater connectivity and efficiency from current and proposed rapid transport bus services if you are to hit targets for more people using public transport.
- Need for local residents to be able to access their homes including garages in pedestrianised or traffic-restricted areas (Wine street, Pithay and Old City).
- Lack of ability to drive in and through the city centre.
- Disabled people access to the centre including parking changes/pedestrianisation and how this disproportionately affects those with disabilities, particularly those who cannot walk longer distances. Included in this were both those that drove or used public transport, including taxi.
- Concerns about making Union Street two way, including the new junction at Haymarket and how that would impact safety but also visually with the junction.
- There was a desire for other bus services to be improved or the rapid route to connect to more area such as the South, East and North of the city including towards M32 and UWE.

Main Themes	Sum of Responses
Public transport issues and suggestions	339
Bus services	196
Other areas of the city to focus improvements	150
Access for Drivers	124
General N/A	80
Disability Access	70
Rapid Transit route	61
Cycling	56
Money/economy/cost benefit	54
General comment	48
Other transport modes(tram, train, light rail)	43
Union Street Changes	35
Question	35
Bedminster Bridges	34
Walking including crossings	25
Safety Concerns	8
Consultation materials	1

5.5.2 Question 6. Do you have any comments or suggestions about the proposed re-routing of bus services across the city centre?

Comments in this area were focused on the concerns about the impact the changes will have and the thought processes behind the changes. This includes changes such as routing through Nelson and Fairfax Street, mixing buses with cyclist and pedestrians in small area. There was concern about multiple changes that were being made to the services and the disruption all the work will cause. This included impact on older people and access for those with disabilities.

Main points raised:

- Suitability of streets for the number of buses such as Nelson Street, Fairfax Street.
- Better connection to Temple Meads is needed from the city centre and other areas of the city.
- Desire for the red route or other services to go via Temple Meads.

Main Themes	Sum of Responses
Re-routing decisions and impact	603
Public transport (bus including stops and connecting services)	163
Disabled access impact of changes	115
Criticism about current transport system	67
Walking focused comment	63
Specific routes	47
Other travel modes mode	24
Engagement materials	23
Safety concerns	21
Cycling	20
General n/a	13

### 5.5.3 Question 9. Do you have any comments or suggestions about the proposed cycle network changes in the city centre?

Cycle changes were broadly welcomed by respondents as being overdue. There was a general sense that more segregation was needed. Respondents who were opposed were worried about giving over of space to cycling and impact it will have on the network including the number of cyclists that use the infrastructure currently at different points, including Clarence Road. Suggestions focused on how the infrastructure could be improved such as better signage, particularly with shared use and colour coding of different areas. There were also a number of comments about enforcement with regard to cyclists.

Main Themes	Number of Responses
New cycle routes	956
Specific routes	290
Complaint about current transport	189
Safety concerns	162
Equalities	60
Public transport	38
Disability	19

Engagement materials	5
Other Concerns	1

- All routes should have segregation in both directions.
- Need for additional bike parking including secure parking.
- Differentiation of surfaces and areas for cycling with colours or texture to make cycleways more visible.
- Still gaps in the network that need filling in; Bath Bridge, Temple Meads area, James Barton roundabout and Queen Square.

#### 5.5.4 Question 13. Do you have any comments or suggestions about the proposals for the Broadmead area?

The overarching focus of the comments was the impact that the changes could have on disabled individuals and their access to the Broadmead area with no parking. There were a number of suggestions including keeping Broadmead and Penn Street open to buses only, drop off and pick up points in more locations and crossing on Nelson and Fairfax Streets.

- Distance between parking spaces, particularly for those with mobility problems
- A desire for blue badge and taxi access to remain in all areas.
- Improvement to signage and wayfinding is needed.
- Pedestrian improvements including level access and continuous footways at busy junctions.

<b>Main Themes</b>	<b>Number of Responses</b>
General	326
Public Transport changes	282
Disabled	238
Driving	159
Parking	65
Cyclist	53
Walking	50
Areas	38
Current Transport	35
Deliveries	22

#### 5.5.5 Question 16. Do you have any comments or suggestions about the proposals for Bedminster Bridges, East Street, Bedminster Parade and Redcliff Hill?

- The majority of comments were about concerns on different aspects of the scheme such as: additional traffic in surrounding roads like Coronation Road.
- access to other area of the city from the south being impacted including M32.
- there was also concerns raised about the changes to the roads leading to the roundabout and how they will impact workers and local residents needing to drive.

Various suggestions were made about improving cycle parking and extending segregated cycle lanes into Bedminster including via East Street.

- Volumes of traffic using the roads needs to be considered.
- York and other road closure along with use of Bath Road Bridge.
- Expense of the schemes.
- Concern at roundabout changes making drivers make unsafe manoeuvres.

<b>Main Themes</b>	<b>Number of Reponses</b>
General	474
Pedestrian improvements	72
General complaints	71
Cycling improvements	44
Parking	30
Questions	29
Spike Island	20
Safety Concerns	16
Bus improvements	14
South Bristol	11
Disability	10
Walking improvements	6
Engagement material	5
Taxi	3
Other changes	1

5.5.6 Question 19. Do you have any further comments or suggestions on the proposed changes for Redcliffe Roundabout and Redcliffe Way?

Concerns were raised about cyclists crossing over with pedestrians at Redcliffe Parade East and conflict caused. There was opposition to the bus gate being added, with some viewing it as a tax.

- Better redesign to create more space for public realm on the church and hotel side of the street also bigger areas outside St Mary Redcliffe Church.
- Want more done on Redcliffe street and St Thomas street to improve the public realm.
- Traffic impact on side streets particularly St Thomas Street, access to garages for local residents.

<b>Main Themes</b>	<b>Number of Reponses</b>
General	261
Redcliffe	95

Cycle Lanes	49
Environmental concerns	34
Walking improvements	31
Bus stop	17
Bond street	13
Question	13
Disabled access	11
Public transport	10
Connection to rest of city	3

5.5.7 Question 22. Do you have any further comments or suggestions on the proposed changes for Temple Way?

There was primarily support for the changes in this area. The main area of comments was about what was not included in the scheme such as greater connection between Temple Way and other segregated cycle lanes. There were concerns and suggestions about the underpass, with questions whether it was going to be filled in or improved to allow better access to the cycle path from Narrow Plain.

- Why the Old Market roundabout cyclist segregation was not included.
- Why Temple Way by Friary was not included as it seems to end and not connected to Temple Meads or Victoria Street.
- No direct connection to Bristol and Bath Cycle path.

<b>Main Themes</b>	<b>Number of Reponses</b>
General	316
Temple area comments	102
Cycle Lanes	44
Environmental concerns	35
Walking improvements	30
Question	14
Bus stop	11
Disabled access	12
Bond street	12
Traffic Flow/ congestion	11
Public transport	9

5.5.8 Question 25. Do you have any further comments or suggestions on the proposed changes for Bond Street?

The comments in this area reflected some concern that:

- the changes will impact access to the centre for those attending concert and other events from the M32,
- more was not being done in the area primarily with regards to cycling infrastructure and crossing over Bond street were not being improved.
- Upgrading of crossing to be one stage and expanding the area for crossing
- Better segregated cycle route to the east of the city.
- Want right turn out of bus station to remain as it limits services and access
- Bus station relocated to allow more services.

<b>Main Themes</b>	<b>Number of Reponses</b>
General no direct theme	127
Suggestions	63
Cycling infrastructure	63
Road changes	55
Environmental concerns	26
Public transport	21
questions	11
Disabled access	9
Help drivers	8
Pedestrian infrastructure	7
Clean Air Zone	6
Confusion over changes.	2

## **5.6 Bus user survey**

After the initial consultation, the project team conducted a separate bus user survey. Of the 205 respondents, 170 completed a survey on-street and 35 were completed later with the postcard.

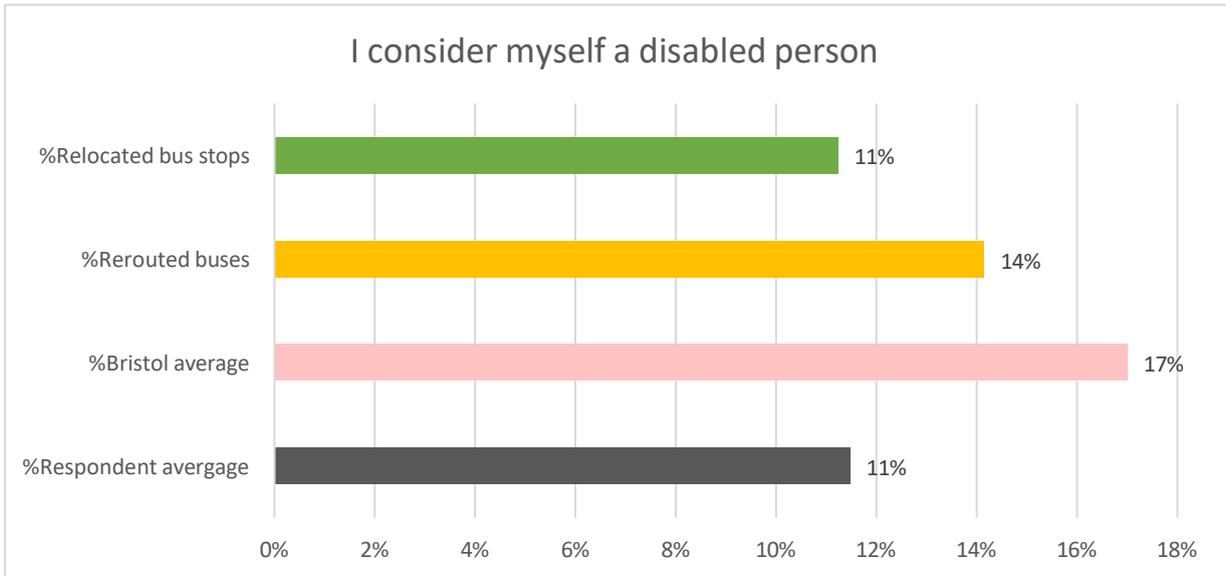
117 of these reported to be taking a bus that could be rerouted under the project proposals.

Analysis was undertaken to understand whether those using services to be rerouted or bus stops to be relocated would be disproportionately impacted.

Full results can be found in Appendix 7.3.

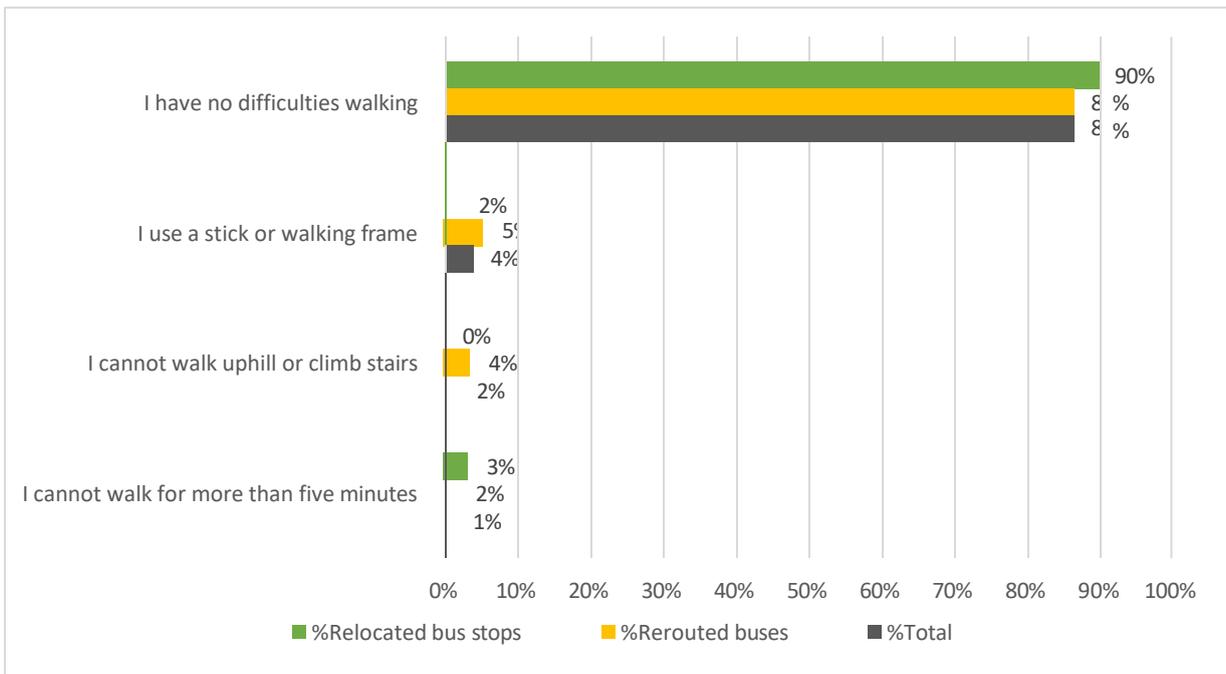
### **5.6.1 Disability**

A slightly higher proportion of people travelling on a bus proposed to be rerouted consider themselves disabled but this is still below the Bristol average of 17%.



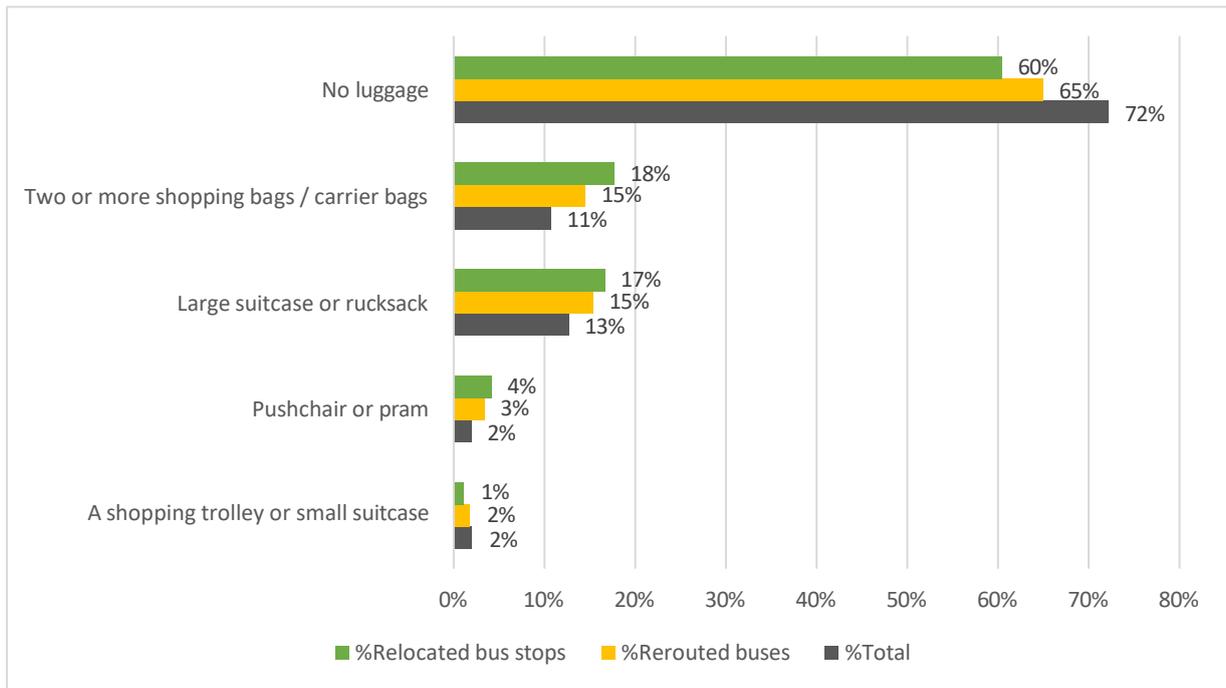
#### 5.6.2 Difficulties walking

A slightly lower proportion of people using bus stops proposed to be relocated stated they have difficulties walking compared to the total.



#### 5.6.3 Travelling with anything on the bus

A higher proportion of people travelling on a bus proposed to be rerouted or from a bus stop proposed to be relocated were carrying luggage.



## 6 About the survey respondents

### 6.1 Description of respondent

26. Which of the following best describes you? (Please select all that apply)				
			Response Percent	Response Total
1	I live in the area affected by the city centre transport proposals		39.59%	749
2	I am responding on behalf of a business in the area affected by the transport proposals		5.34%	101
3	I work in the area affected by the transport proposals		41.65%	788
4	I am regular visitor to the area affected by the transport proposals		71.67%	1356
5	I will be moving to live in the Broadmead area in the future		1.37%	26
6	I am a taxi/ private hire driver		1.53%	29
7	I am responding on behalf of a public transport operator		0.69%	13
8	I am responding on behalf of a voluntary or community or social enterprise / Interest group		1.96%	37
9	I am a ward councillor		0.37%	7
10	I am an MP		0.16%	3
11	Other (please specify):		7.51%	142
			answered	1892

26. Which of the following best describes you? (Please select all that apply)		
	Response Percent	Response Total
<b>Statistics</b>	skipped	228

## 6.2 Main form of transport used

27. What is your main form of transport you usually use along these routes? (please tick all that apply)			Response Percent	Response Total
1	Walk		63.33%	1197
2	Bicycle (including e-bike)		44.92%	849
3	Scooter (including e-scooter)		9.31%	176
4	Bus/ Metrobus		57.35%	1084
5	Park & Ride		3.12%	59
6	Train		13.92%	263
7	Car/ Van driver		41.85%	791
8	Car/ Van passenger		14.81%	280
9	Taxi		12.12%	229
10	Motorcycle		2.80%	53
11	Other (please specify):		2.75%	52
			answered	1890
			skipped	230

## 6.3 Reason for using one or more of the routes

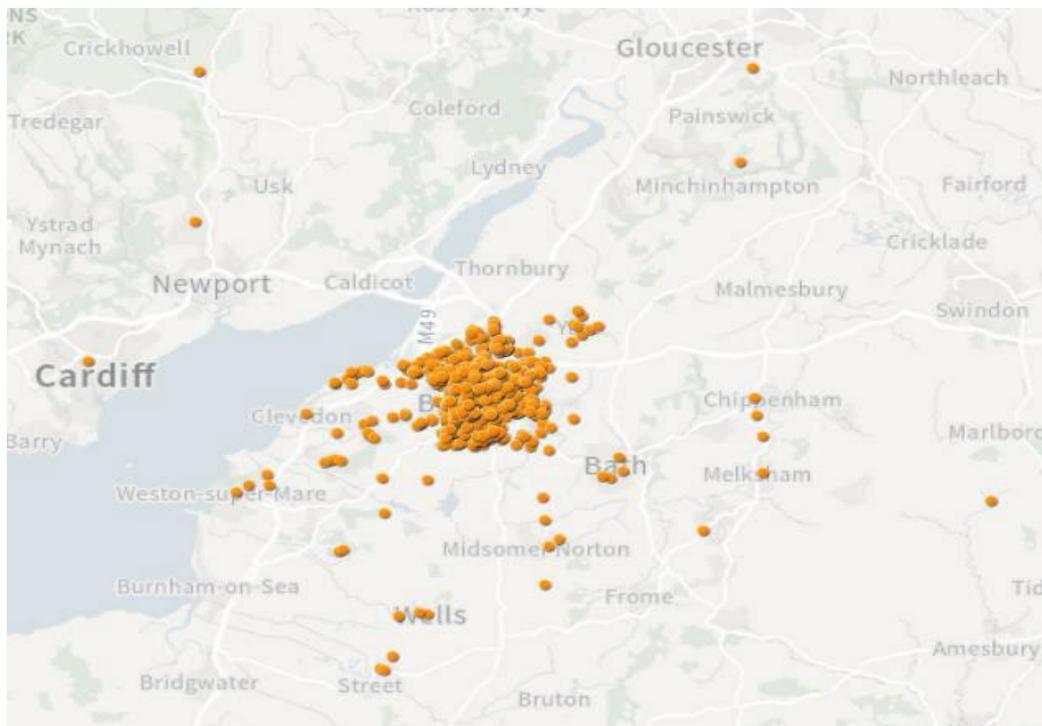
28. What is your main reason for using one or more of these routes? (please tick all that apply)			Response Percent	Response Total
1	Travelling to or from work		62.43%	1175
2	Travelling to or from education settings		10.84%	204
3	Travelling to or from leisure/ social activities		75.66%	1424
4	Travelling to or from shopping/ retail		65.94%	1241

**28. What is your main reason for using one or more of these routes? (please tick all that apply)**

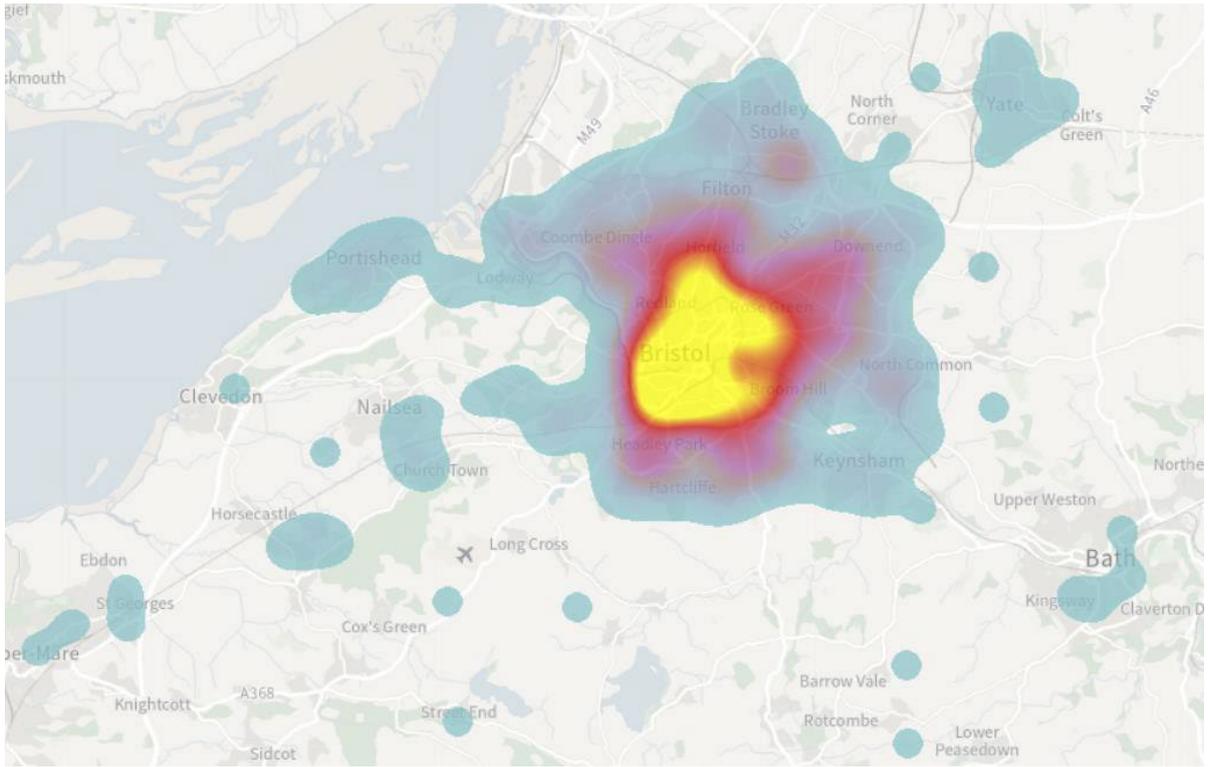
			Response Percent	Response Total
5	Other (please specify):	<input type="checkbox"/>	10.41%	196
<b>Statistics</b>			answered	1882
			skipped	238
Other (please specify): (196)				

### 6.4 Respondents' locations

We received postcodes from 1,742 respondents, the majority of which were within the Bristol boundary with a concentration in areas where the change will be happening.



Heat map showing the concentration of responses in and around the city centre where changes are being proposed. Since the scheme also includes bus route there was also a number of respondents in the wider Bristol boundary and from outside that either use these bus services or drive into the area.



## 6.5 Age

30. What is your age?				
			Response Percent	Response Total
1	0-10	<div style="width: 0.05%; height: 10px; background-color: red;"></div>	0.05%	1
2	11-15	<div style="width: 0.11%; height: 10px; background-color: yellow;"></div>	0.11%	2
3	16-17	<div style="width: 0.27%; height: 10px; background-color: blue;"></div>	0.27%	5
4	18-24	<div style="width: 7.83%; height: 10px; background-color: green;"></div>	7.83%	145
5	25-34	<div style="width: 22.77%; height: 10px; background-color: orange;"></div>	22.77%	422
6	35-44	<div style="width: 21.91%; height: 10px; background-color: purple;"></div>	21.91%	406
7	45-54	<div style="width: 15.70%; height: 10px; background-color: pink;"></div>	15.70%	291
8	55-64	<div style="width: 15.65%; height: 10px; background-color: lightyellow;"></div>	15.65%	290
9	65-74	<div style="width: 9.28%; height: 10px; background-color: blue;"></div>	9.28%	172
10	75-84	<div style="width: 2.75%; height: 10px; background-color: darkgreen;"></div>	2.75%	51
11	85 +	<div style="width: 0.32%; height: 10px; background-color: orange;"></div>	0.32%	6
12	Prefer not to say	<div style="width: 3.35%; height: 10px; background-color: olive;"></div>	3.35%	62
<b>Statistics</b>			answered	1853
			skipped	267

## 6.6 Disability

31. Do you consider yourself to be a disabled person?				
			Response Percent	Response Total
1	Yes		16.02%	300
2	No		76.24%	1428
3	Prefer not to say		7.74%	145
<b>Statistics</b>			answered	1873
			skipped	247

## 6.7 Ethnic Group

32. What is your ethnic group? (Please select one only)				
			Response Percent	Response Total
1	Asian or Asian British		3.34%	62
2	Black, Black British, Caribbean or African		1.29%	24
3	Gypsy, Roma or Traveller		0.22%	4
4	Mixed or multiple ethnic groups		1.99%	37
5	White British		69.74%	1295
6	Other White background		8.56%	159
7	Prefer not to say		12.33%	229
8	Other ethnic background (please specify):		2.53%	47
<b>Statistics</b>			answered	1857
			skipped	263
Other ethnic background (please specify): (47)				

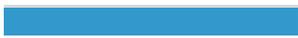
## 6.8 Religion and Faith

33. What is your religion/faith?			Response Percent	Response Total
1	No Religion		60.12%	1108
2	Buddhist		0.81%	15
3	Christian		17.85%	329
4	Hindu		0.38%	7
5	Jewish		0.60%	11
6	Muslim		1.63%	30
7	Pagan		0.76%	14
8	Sikh		0.22%	4
9	Prefer not to say		15.19%	280
10	Other (please describe):		2.44%	45
<b>Statistics</b>			answered	1843
			skipped	277

## 6.9 Sex

34. What is your sex?(If unsure you can use the sex recorded in your official documents.)			Response Percent	Response Total
1	Female		32.14%	593
2	Male		53.82%	993
3	Prefer not to say		12.95%	239
4	Other (please describe):		1.08%	20
<b>Statistics</b>			answered	1845
			skipped	275

## 6.10 Sexual Orientation

36. What is your sexual orientation?					Response Percent	Response Total
1	Bi				5.74%	104
2	Gay / Lesbian				7.84%	142
3	Heterosexual / Straight				58.33%	1057
4	Prefer not to say				24.89%	451
5	I use another term (please specify):				3.20%	58
<b>Statistics</b>					answered	1812
					skipped	308

## 6.11 Effect due to protected Characteristic

40. Please tell us what effect, if any, the proposals would have on you because of your protected characteristics. The protected characteristics defined in the Equality Act 2010 are: age gender reassignment being married or in a civil partnership being pregnant or on maternity leave disability race including colour, nationality, ethnic or national origin religion or belief sex sexual orientation									Response Percent	Response Total
1	Very negative effect								14.82%	245
2	Slightly negative effect								7.62%	126
3	No effect								61.83%	1022
4	Slightly positive effect								6.05%	100
5	Very positive effect								9.68%	160
<b>Statistics</b>	Minimum	1	Mean	2.88	Std. Deviation	1.05	Satisfaction Rate	47.04	answered	1653
	Maximum	5	Variance	1.1	Std. Error	0.03			skipped	467

## **7 Appendix**

### **7.1 Engagement materials**

Survey webpage ([www.bristol.gov.uk/bcctc](http://www.bristol.gov.uk/bcctc)):



## Bristol City Centre Transport Changes consultation 2024



Consultation has concluded

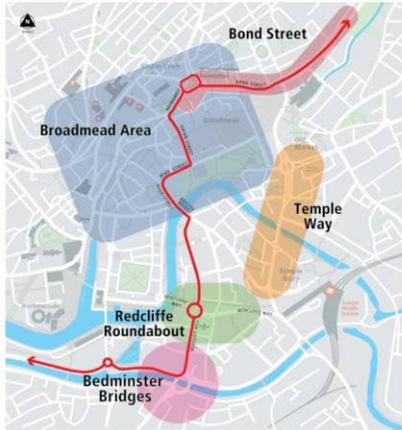
### Introduction

Bristol city centre is set to change in the coming years, with major new housing developments and leisure and retail facilities planned. This will help the city tackle its housing crisis and sustain the vitality of the central area. To prepare for around 5,000 more people living in and travelling around Broadmead, we are proposing changes to transform some of our public spaces and surrounding roads to make the city centre more welcoming and people-friendly. These changes would improve walking, wheeling and cycling routes, benefit existing bus services, and support our long-term goal to create a segregated rapid transit route from the southwest to the northeast of the city. We are at the early stage of designing the plans and need your views to make sure we get it right.

### Overview of the proposals

In this consultation, we are proposing changes in five areas:

1. Broadmead area
2. Bedminster Bridges
3. Redcliffe Roundabout
4. Temple Way
5. Bond Street



Across these five areas, the proposals include changes to public spaces in the Broadmead area, changes to bus routes and bus infrastructure, and proposals to make walking, wheeling and cycling safer and easier.

#### Proposals to change public spaces in the Broadmead area include:

- pedestrianising The Horsfall and Peter Street, with access for emergency vehicles, and deliveries for businesses allowed at set times when the streets are less busy
- removing most of the traffic from Union Street
- introducing more landscaping, seating and art space

#### Proposals to bus routes and bus infrastructure include:

- changes to road layouts that will make it possible to operate a rapid transit route running in both directions via Union Street and the Haymarket
- changing the routes some buses take through the city centre to avoid the pedestrianised streets
- removing buses that have terminated and stand empty for long periods of time from pedestrian and shopping areas
- adding bus priority measures, including bus gates and bus lanes across the five areas
- moving bus stop locations

#### Proposals to make walking, wheeling and cycling safer and easier across all five areas include:

- creating more than 3.5km of new segregated cycle routes and juring up gaps in the cycle network
- pedestrianising streets, reducing traffic and changing road layouts
- widening pavements
- upgrading road crossings

The proposals are described in more detail in the survey. [Read more about why these proposed changes are needed.](#)

While this survey has lots of detail about the proposed changes to the city centre, for more background, detail and artist's impressions and 30 designs of how the changes could look, visit [Bristol City Centre Transport Changes project page on the West website](#).

The Bristol city centre transport changes programme is being funded by the government as part of the City Region Sustainable Transport Settlement, which is administered by the West of England Combined Authority.

### Tell us your views

This consultation is open for comments from **12 August to 30 September 2024**.

Please click on 'Start the survey' below to find out more about the proposed city centre transport changes and to give your views.

The survey is split into sections, each describing and asking for your views on different aspects of the proposals. This includes: the new rapid transit route, the bus re-routing proposals, the cycle network improvements, the changes to Broadmead area and the four other project areas. You can answer all the questions or choose the parts that are of most interest to you. You can skip questions and save and come back later to finish the survey.

If you need this survey as a paper version, or Braille, large print, or other alternative format, or in another language, you can request this by emailing the Consultation and Engagement Team at [transportengagement@bristol.gov.uk](mailto:transportengagement@bristol.gov.uk) or by calling 0117 903 6449. There are also paper versions available in libraries.

**Please note:** between 12 August and 11:20am on 16 August, the survey included an omission on the map showing the Bond Street proposals. The survey text described the proposals fully and accurately from 12 August, but the accompanying map omitted the reference numbers (B01 to B013) and two of the map labels describing the proposals. If you submitted a response to the Bond Street proposals before 11:20 am on 16 August, you can submit an amended response if you wish.

#### Start the survey

#### What happens next?

This consultation is the first step in a three-year project to transform Bristol city centre. Once the responses to the survey have been analysed, we will publish a report that summarises the feedback. This will inform how the plans for the project are progressed and what changes are needed. We may need to consult you about more detailed plans in future.

There are other projects - some led by the council, some by developers - which we may ask you about in the future.



#### Key Dates

- Consultation start date: **12 August 2024**
- Consultation closing date: **30 September 2024**

#### Drop-in sessions

- Drop-in at Sparks, Broadmead: **06 September 2024**
- Drop-in at Newshel, Victoria Street, Redcliffe: **07 September 2024**
- Drop-in at Leonardo Hotel: **10 September 2024**
- Drop-in at Newshel, Victoria Street, Redcliffe: **12 September 2024**
- Drop-in at Bedminster Library: **21 September 2024**
- Bedminster Library: **25 September 2024**

#### Further Information

- Reasons for the proposed city centre transport changes

#### FAQs

- Scheme wide or rapid transit route
- Bedminster Bridges
- Redcliffe Roundabout
- Union Street
- Bond Street
- Temple Way

Poster

Instagram graphic

# BRISTOL CITY CENTRE TRANSPORT CHANGES

## GET INVOLVED

To prepare for more people living in and travelling through Bristol city centre, we are proposing to:

- pedestrianise more of Broadmead
- introduce more landscaping, seating and art and culture space
- prepare the way for a new rapid transit route
- change the route some buses travel through the centre
- change some bus stop locations
- improve walking, wheeling and cycling routes



Take a look at the proposals and give your views by filling in a survey by 30 September 2024.

[www.bristol.gov.uk/bcctc](http://www.bristol.gov.uk/bcctc)



Funded by UK Government

# BRISTOL CITY CENTRE TRANSPORT CHANGES

## GET INVOLVED

To prepare for more people living in and travelling through Bristol city centre, we are proposing some big changes to key bus routes

Fill in a survey by 30 September 2024.

[www.bristol.gov.uk/bcctc](http://www.bristol.gov.uk/bcctc)



## 7.2 Media engagement

### Facebook ads

Dates	Link clicks	Cost per click	Cost	Men	Women
10-22 Sept	2,026	18p	£370.81	55%	43%
20 Aug – 30 Sept	8,029	16p	£1,250	55%	44%

### Facebook – organic

Date	Impressions	Reach	Engagement	Reactions	Comments	Link clicks	Shares
30 Sept	19,172	18,523	2,091	85	100	136	23
23 Sept	8,464	7,731	953	39	48	57	7
16 Sept	1,159	1,133	21	10	3	1	0
12 Sept	35,447	35,035	2,657	79	197	26	6
8 Sept	1,879	1,770	89	16	8	6	2
4 Sept	2,153	2,085	45	14	6	1	4
28 Aug	11,172	10,998	1,426	94	84	33	7
23 Aug	14,786	14,432	865	59	56	9	9
20 Aug	2,402	2,395	245	21	16	20	3
16 Aug	47,572	47,572	2,537	88	137	69	15
12 Aug	2,445	3,260	243	38	74	17	8

### X – organic

Date	Views	Comments	Shares	Likes	Link
30 Sept	2,469	8	19	9	<a href="https://x.com/BristolCouncil/status/1840647874691936592">https://x.com/BristolCouncil/status/1840647874691936592</a>
23 Sept	1,741	6	8	10	<a href="https://x.com/BristolCouncil/status/1838216824095150283">https://x.com/BristolCouncil/status/1838216824095150283</a>
16 Sept	1,792	3	8	6	<a href="https://x.com/BristolCouncil/status/1835680118859083976">https://x.com/BristolCouncil/status/1835680118859083976</a>
12 Sept	1,021	0	1	0	<a href="https://x.com/BristolCouncil/status/1834185277864104019">https://x.com/BristolCouncil/status/1834185277864104019</a>
8 Sept	1,625	0	4	0	<a href="https://x.com/BristolCouncil/status/1832826292011520062">https://x.com/BristolCouncil/status/1832826292011520062</a>
4 Sept	1,004	0	1	1	<a href="https://x.com/BristolCouncil/status/1831301374924947847">https://x.com/BristolCouncil/status/1831301374924947847</a>
28 Aug	2,659	1	10	17	<a href="https://x.com/BristolCouncil/status/1828704679317877057">https://x.com/BristolCouncil/status/1828704679317877057</a>
23 Aug	2,001	1	7	5	<a href="https://x.com/BristolCouncil/status/1826892649791447293">https://x.com/BristolCouncil/status/1826892649791447293</a>

20 Aug	1,315	4	4	6	<a href="https://x.com/BristolCouncil/status/1825850620076507426">https://x.com/BristolCouncil/status/1825850620076507426</a>
16 Aug	2,748	3	8	4	<a href="https://x.com/BristolCouncil/status/1824356369744466015">https://x.com/BristolCouncil/status/1824356369744466015</a>
12 Aug	6,230	7	21	4	<a href="https://x.com/BristolCouncil/status/1823007418785165823">https://x.com/BristolCouncil/status/1823007418785165823</a>

### Instagram

Date	Views	Interactions	Likes	Comments	Shares
17 Sept (video)	2,215	39	31	5	0
12 Aug	3,282	132	116	4	0

### Nextdoor

Date	Impressions	Likes	Comments
12 Aug	5,588	3	6

### Press release

- [Bristol City Centre Transport Changes consultation launches](#)

### Press coverage

- [Bristol could soon get new express bus service \(bristolworld.com\)](#)
- [Over three kilometres of new cycle lanes planned for Bristol city centre \(bristolworld.com\)](#)
- [Major overhaul to roundabout connecting South Bristol to rest of city - Bristol Live \(bristolpost.co.uk\)](#)
- [Main shopping street and bus route through Bristol could be pedestrianised - Bristol Live \(bristolpost.co.uk\)](#)
- [New radical plans tabled to remove cars from Bristol city centre - The Bristol Cable](#)
- [Bristol: Car ban for key roads among travel proposals - BBC News](#)
- [Major changes to route connecting South Bristol to City Centre - BBC News](#)

### Press Walkabout:

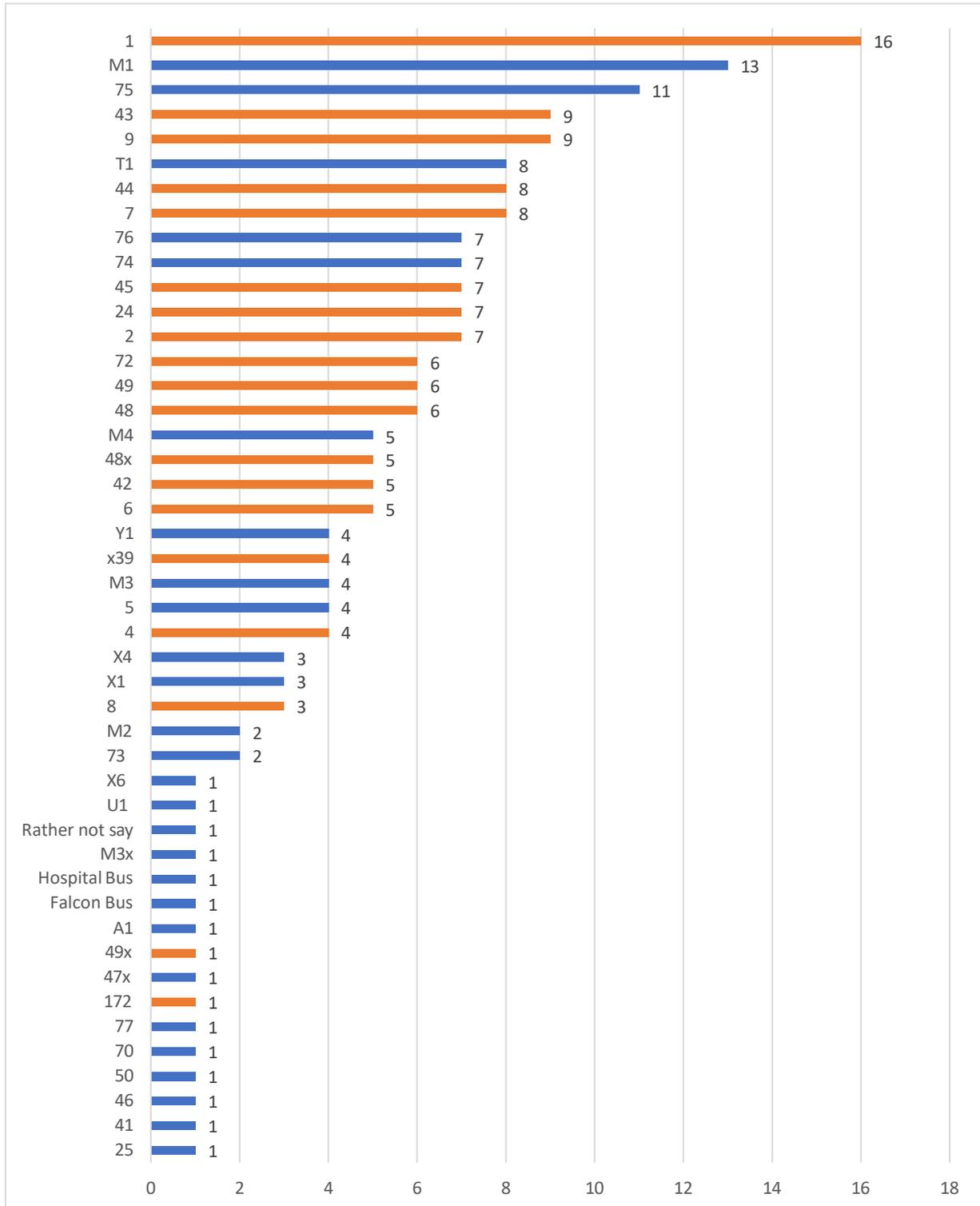
- ["Don't bother" driving into Bristol after pedestrianisation of Broadmead, says councillor - Bristol Live \(bristolpost.co.uk\)](#)
- [Labour councillor accuses Greens of planning 'no-go zone for disabled people' - Bristol Live \(bristolpost.co.uk\)](#)
- [Debate heats up over Bristol city centre transport plans as locals voice concerns | Bristol Live - Bristol Live \(bristolpost.co.uk\)](#)
- ['If you're thinking of driving into Bristol by car, don't bother' \(bristol247.com\)](#)

### 7.3 Bus user surveys full results

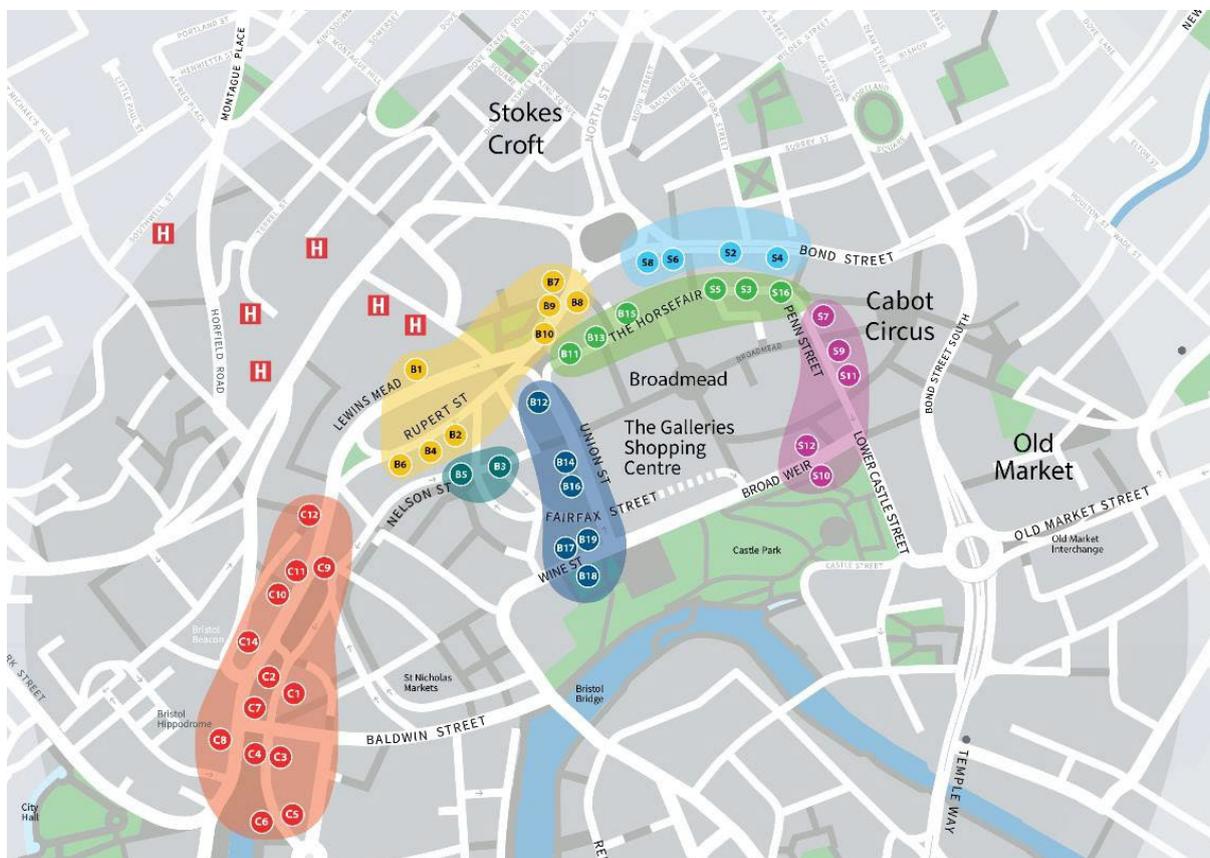
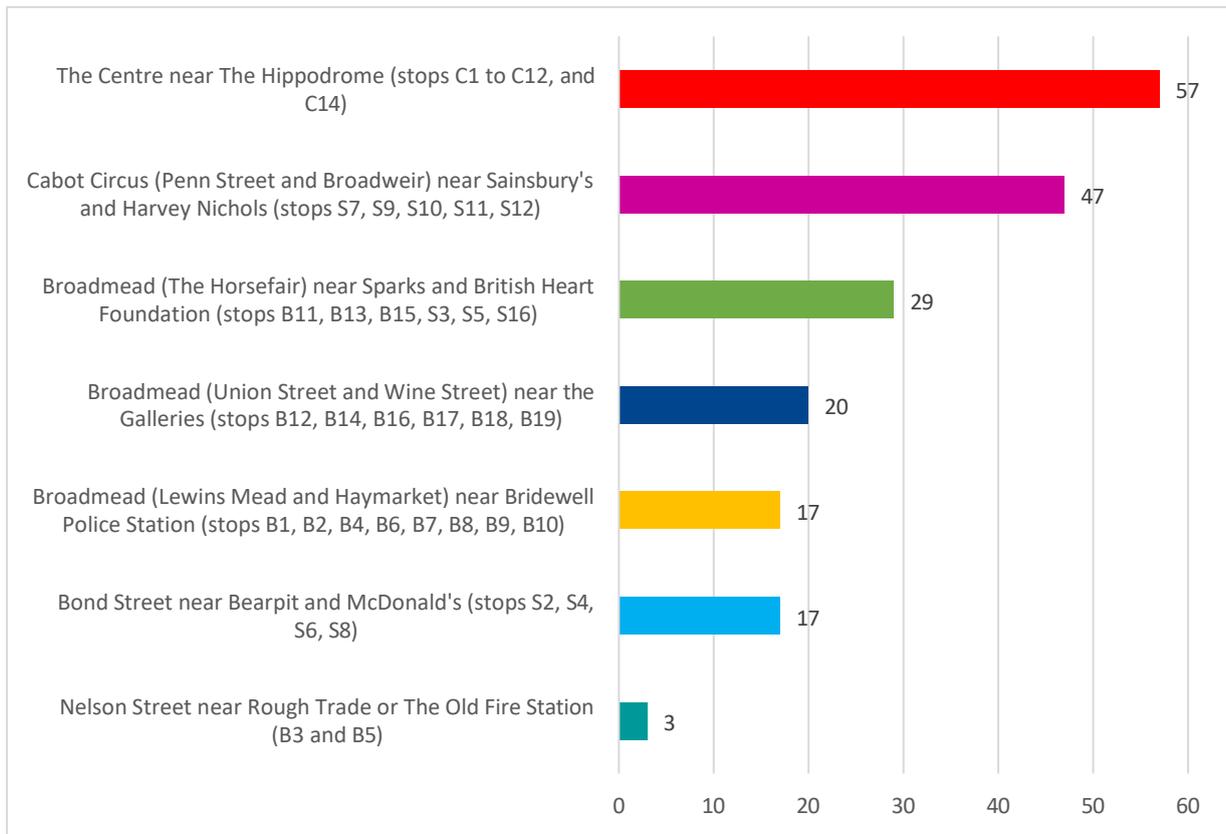
A total of 205 surveys were completed. 170 of these were completed on-street and 35 were completed later with the link on the postcard.

#### 7.3.1 Q1. Which bus service are you about to catch?

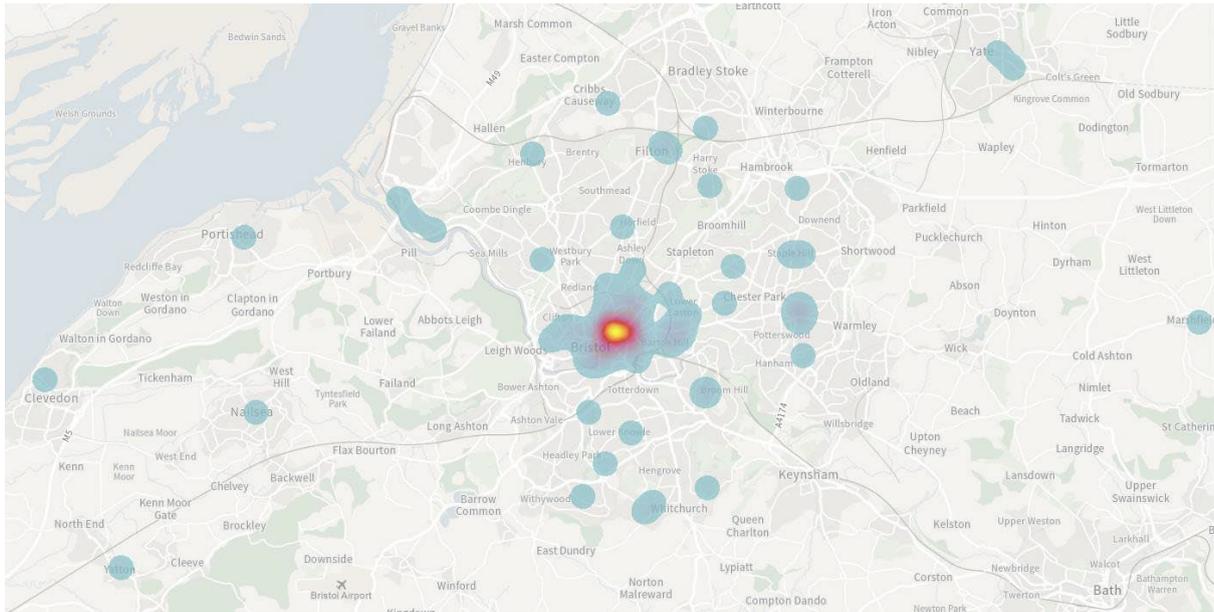
(Buses proposed to be rerouted in orange)



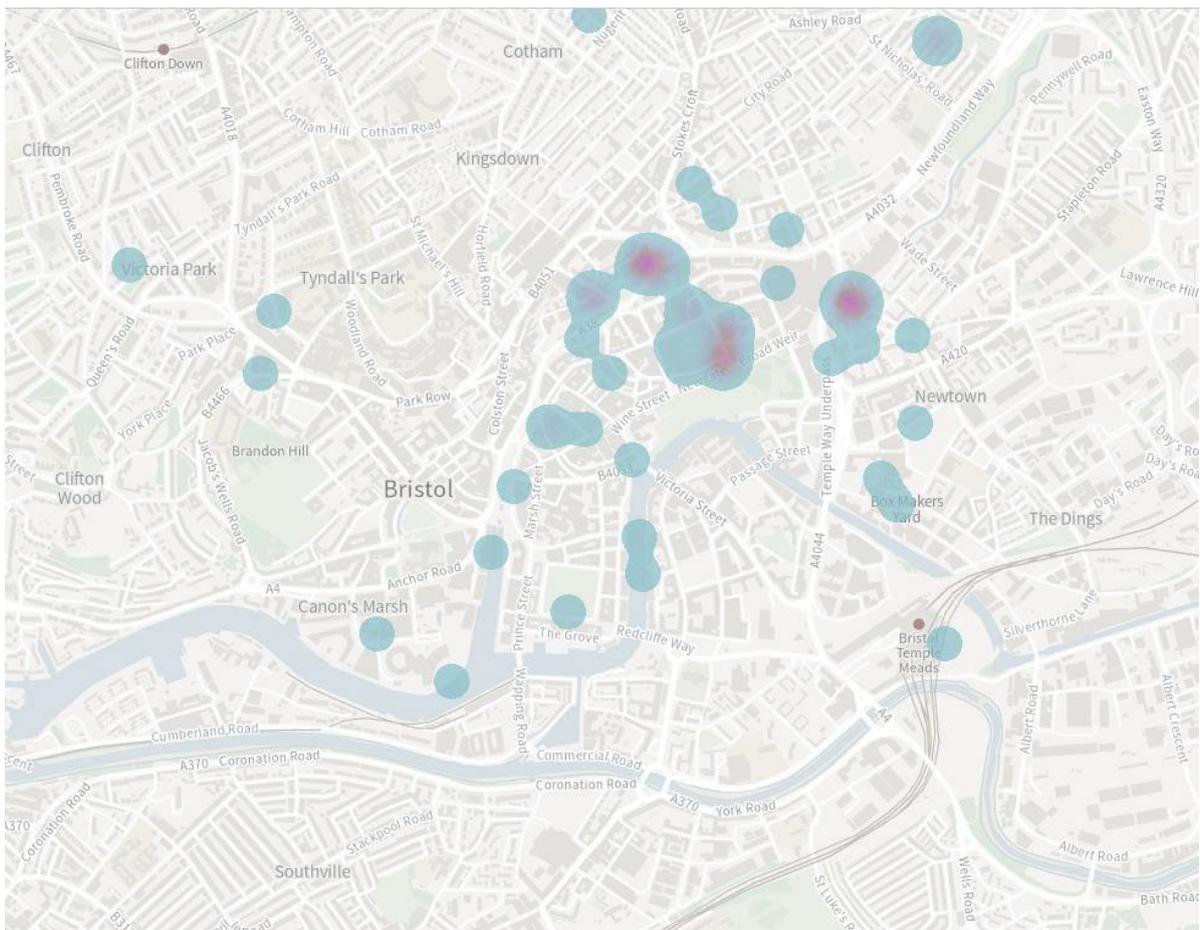
7.3.2 Q2. Which bus stop area are you catching a bus from?



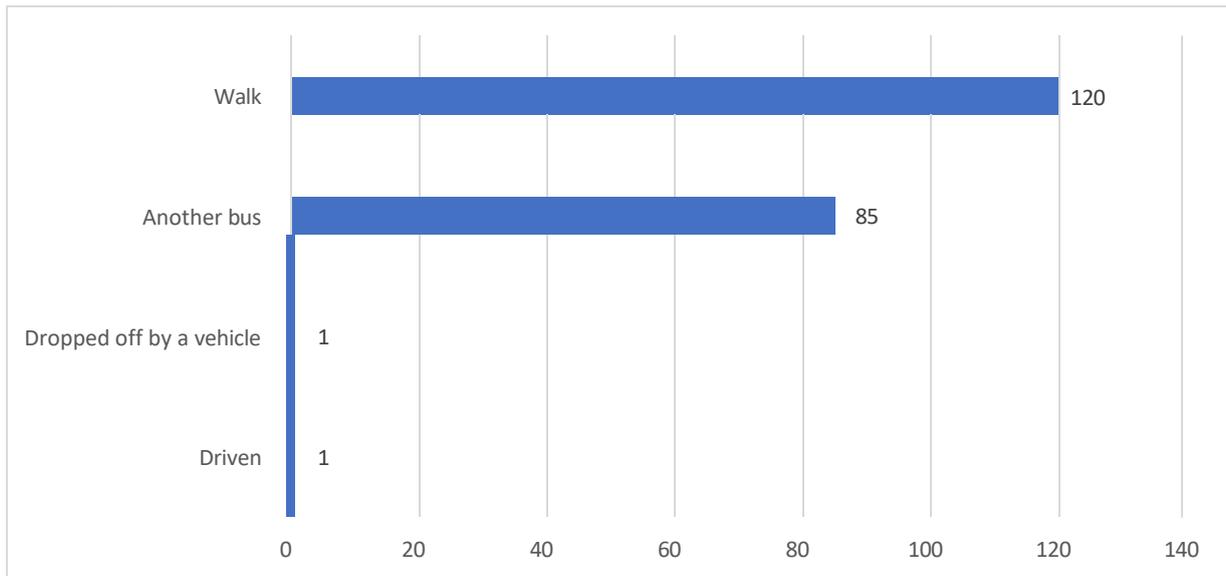
### 7.3.3 Q3. Where have you come from before catching the bus?



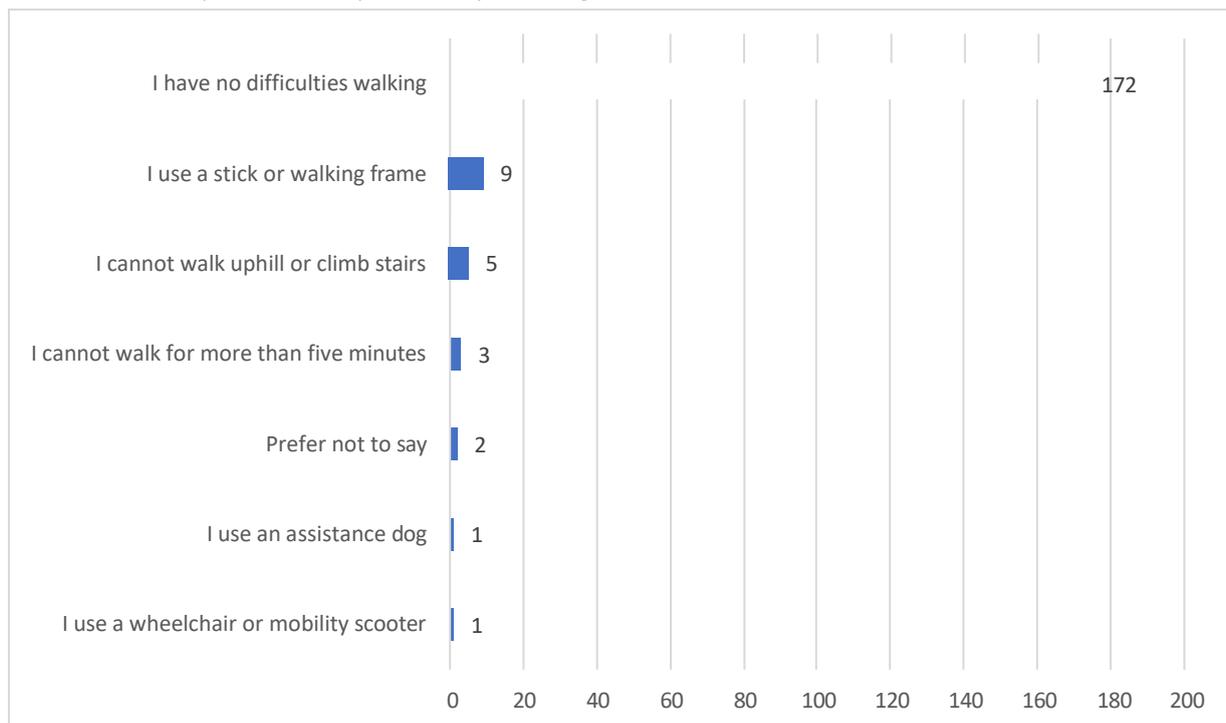
City centre extract:



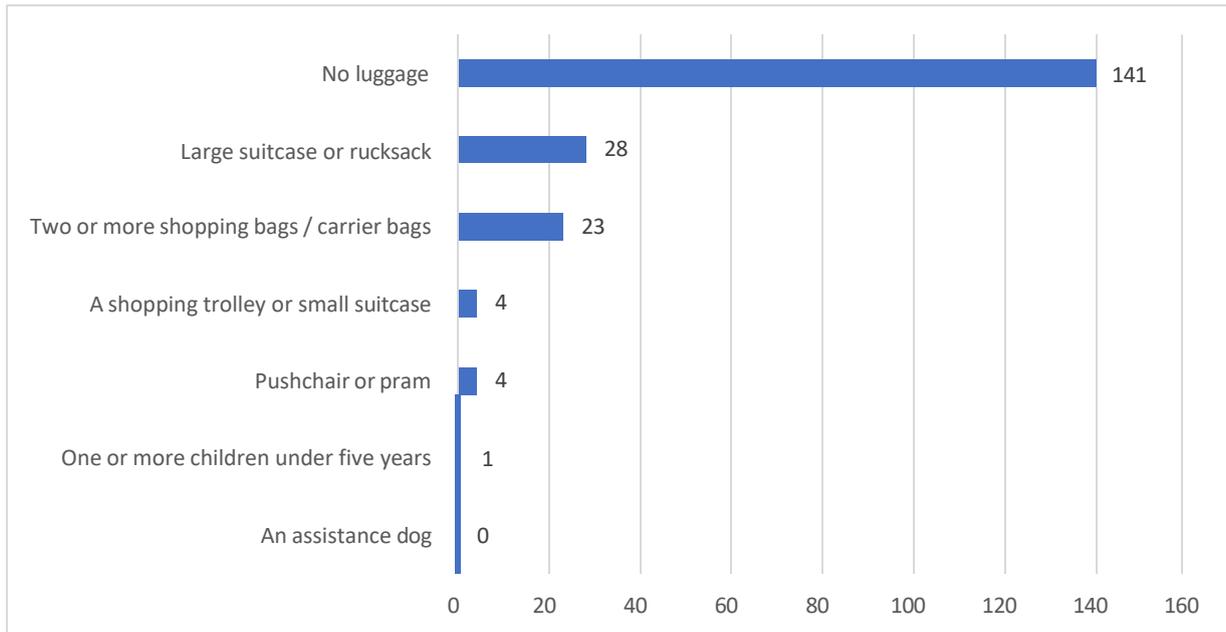
7.3.4 Q4. How did you get to this bus stop from the place you told us about in the last question?



7.3.5 Q5. Do you have any difficulty walking?

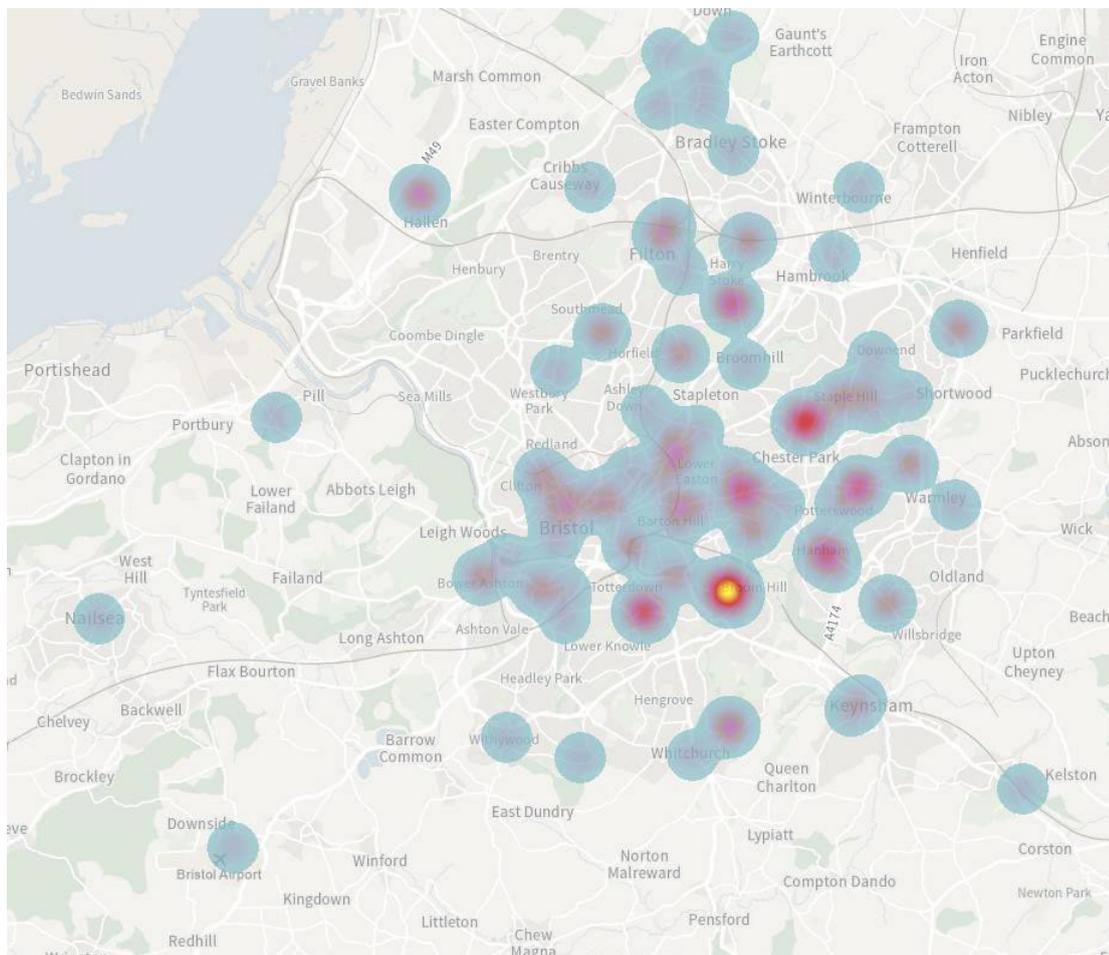


### 7.3.6 Q6. Are you travelling with anything you need to get on the bus?



### 7.3.7 Q7. Where are you travelling to by bus?

Locations mapped below:

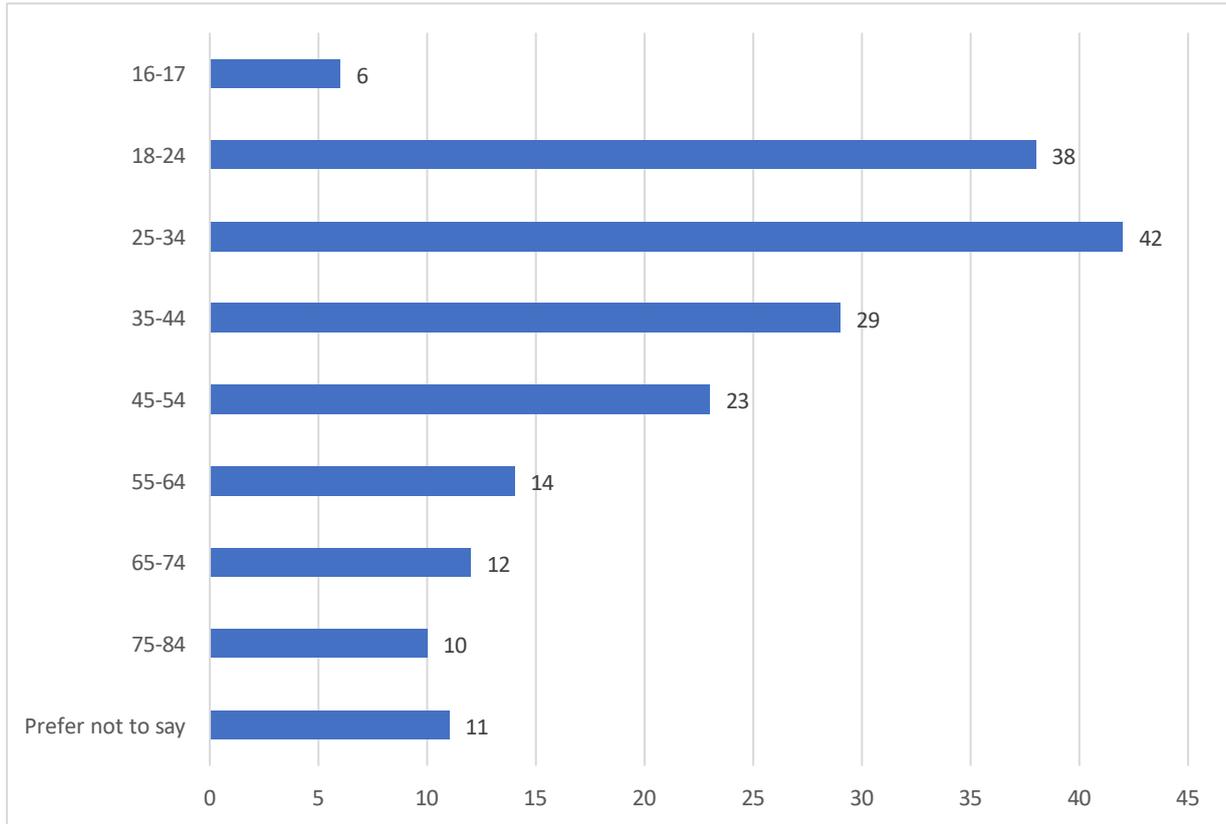


### 7.3.8 About you

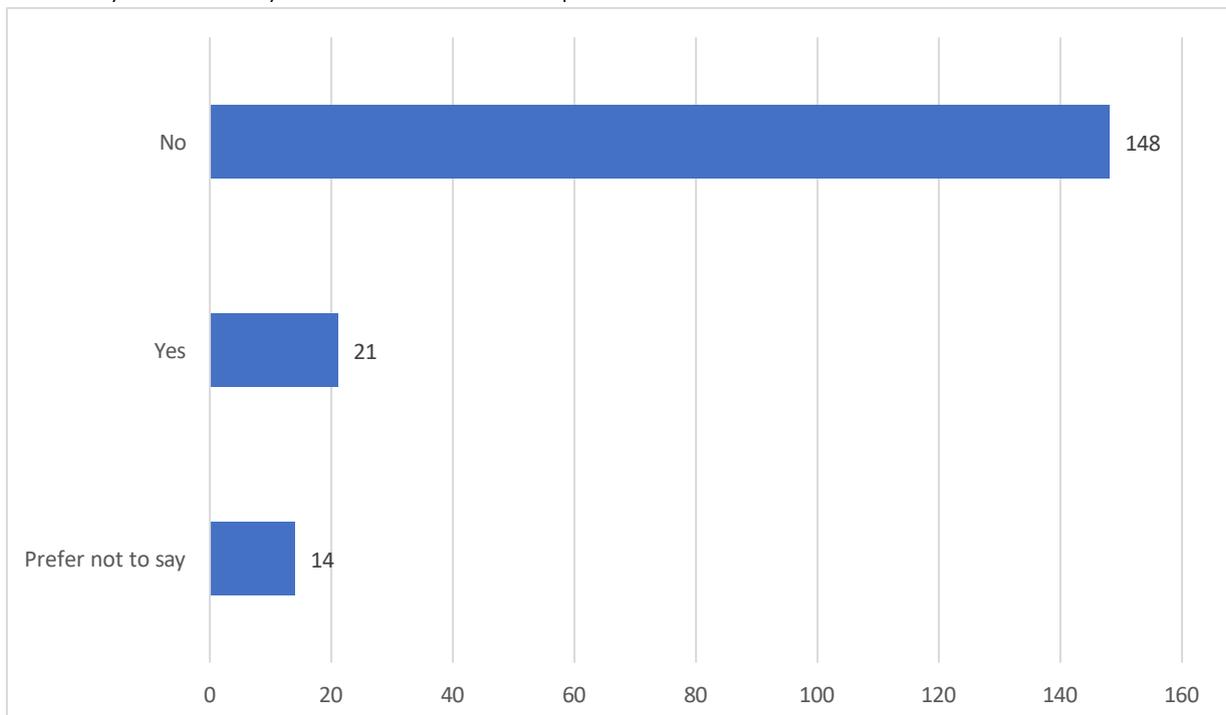
Q8. What is your full postcode?

<b>Ward</b>	<b>Number of respondents</b>
Did not provide postcode	27
Outside of Bristol total	71
Bristol total	107
Ashley	4
Avonmouth & Lawrence Weston	3
Bedminster	6
Bishopston & Ashley Down	0
Bishopsworth	0
Brislington East	3
Brislington West	13
Central	12
Clifton	0
Clifton Down	2
Cotham	0
Easton	4
Eastville	3
Filwood	0
Frome Vale	2
Hartcliffe & Withywood	4
Henbury & Brentry	0
Hengrove & Whitchurch Park	0
Hillfields	8
Horfield	5
Hotwells & Harbourside	3
Knowle	6
Lawrence Hill	7
Lockleaze	6
Redland	0
Southmead	0
Southville	2
St George Central	2
St George Troopers Hill	0
St George West	7
Stockwood	3
Stoke Bishop	0
Westbury-on-Trym & Henleaze	1
Windmill Hill	1

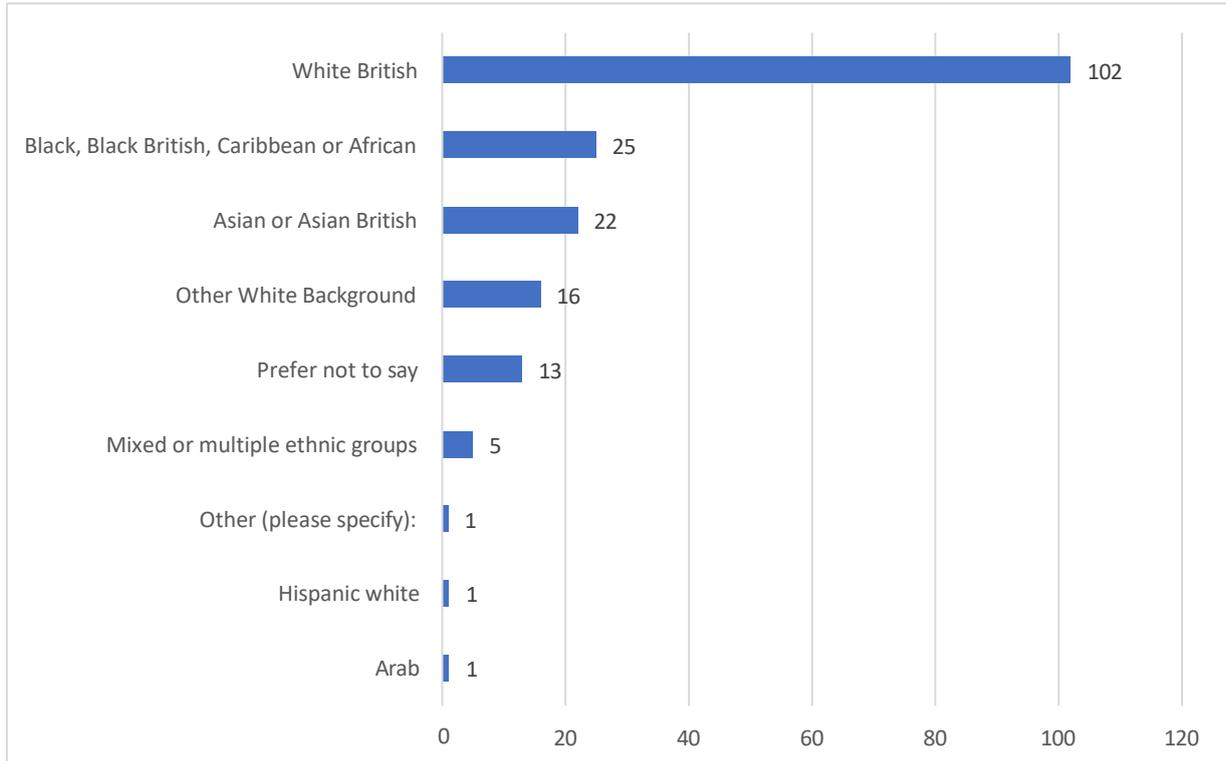
Q9. What is your age?



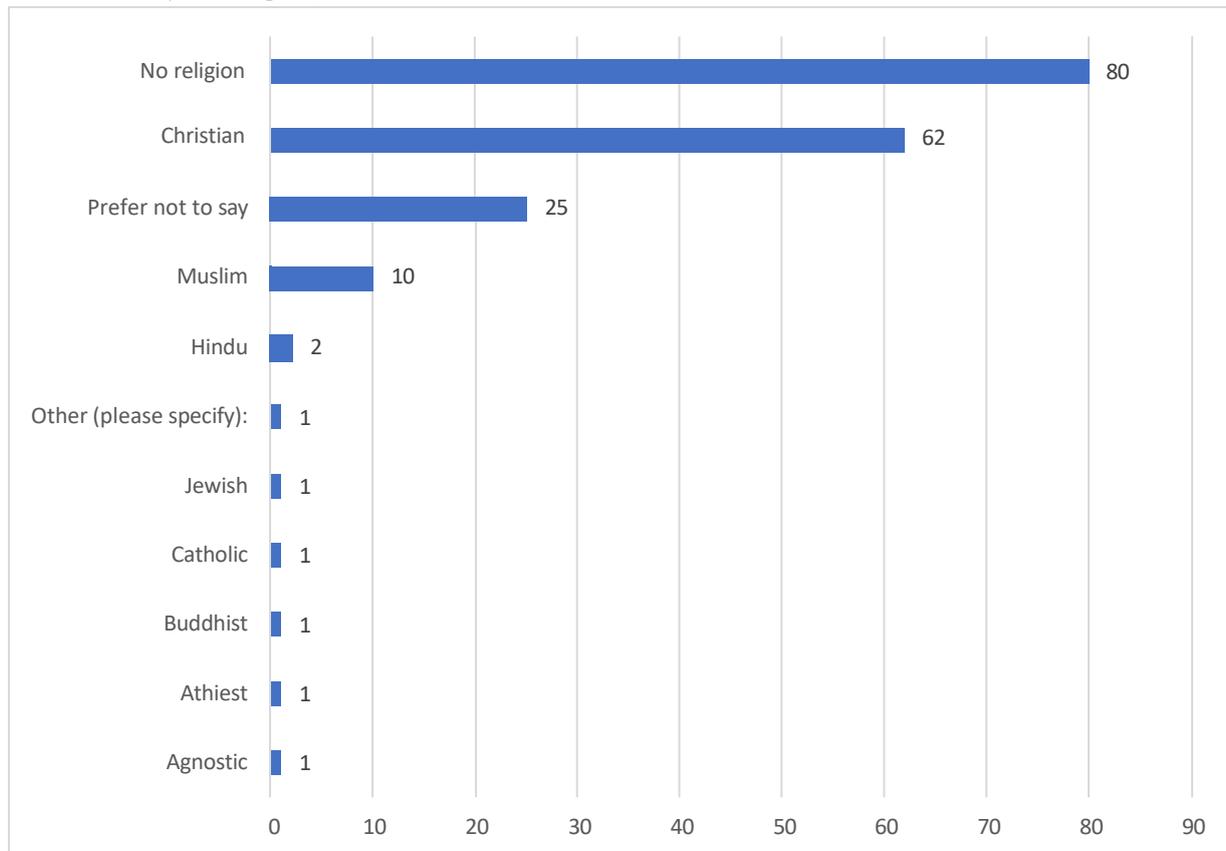
Q10. Do you consider yourself to be a disabled person?



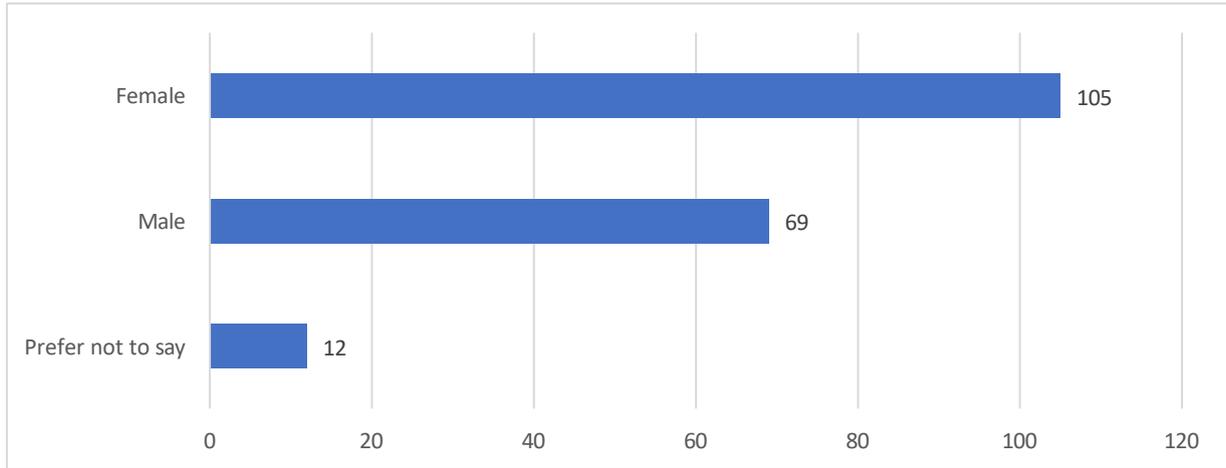
Q11. What is your ethnic group?



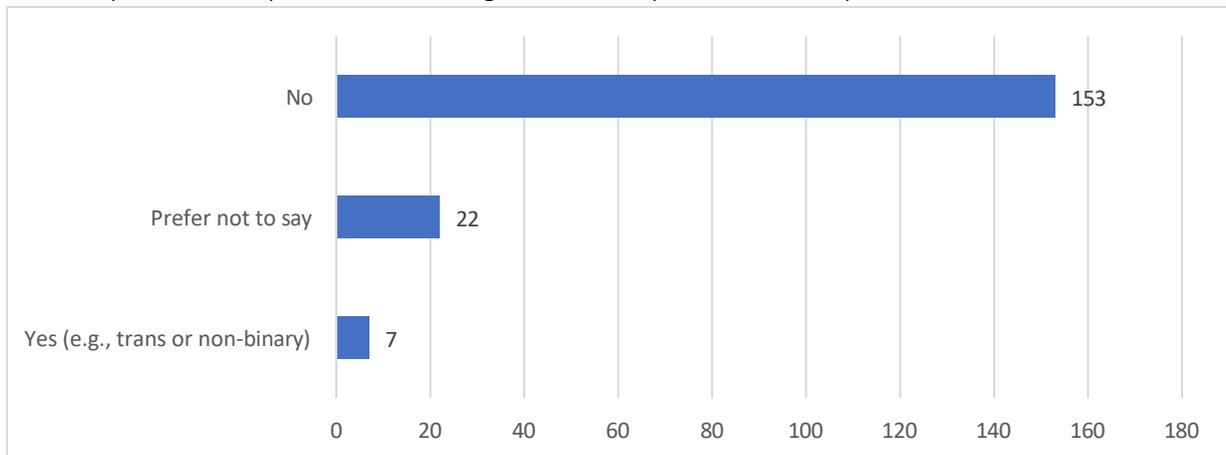
Q12. What is your religion/faith?



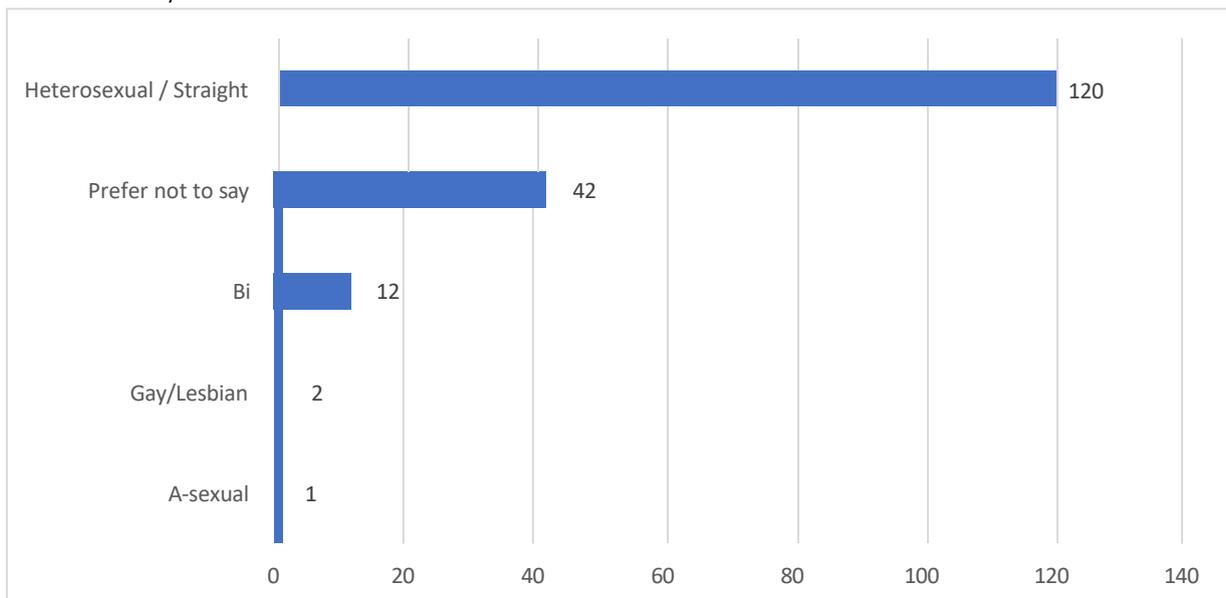
Q13. What is your sex?



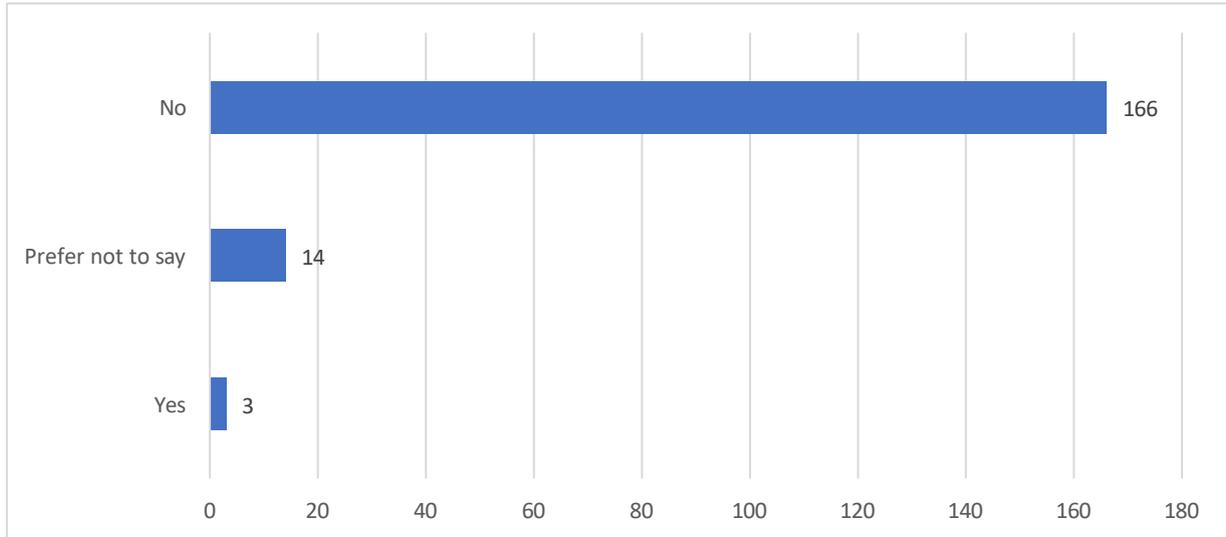
Q14. Do you consider yourself to have a gender identity different from your sex recorded at birth?



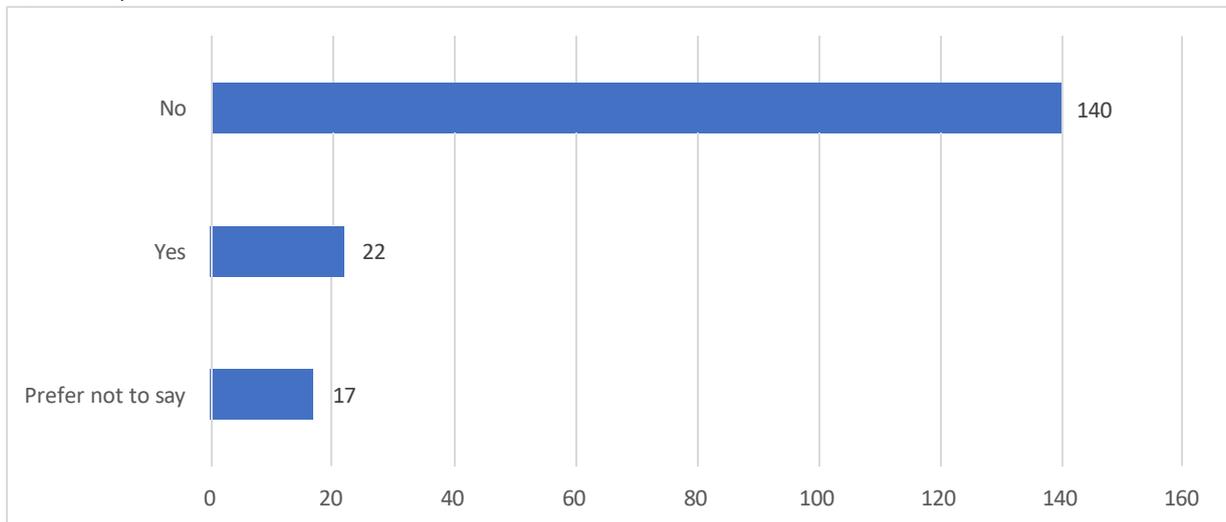
Q15. What is your sexual orientation?



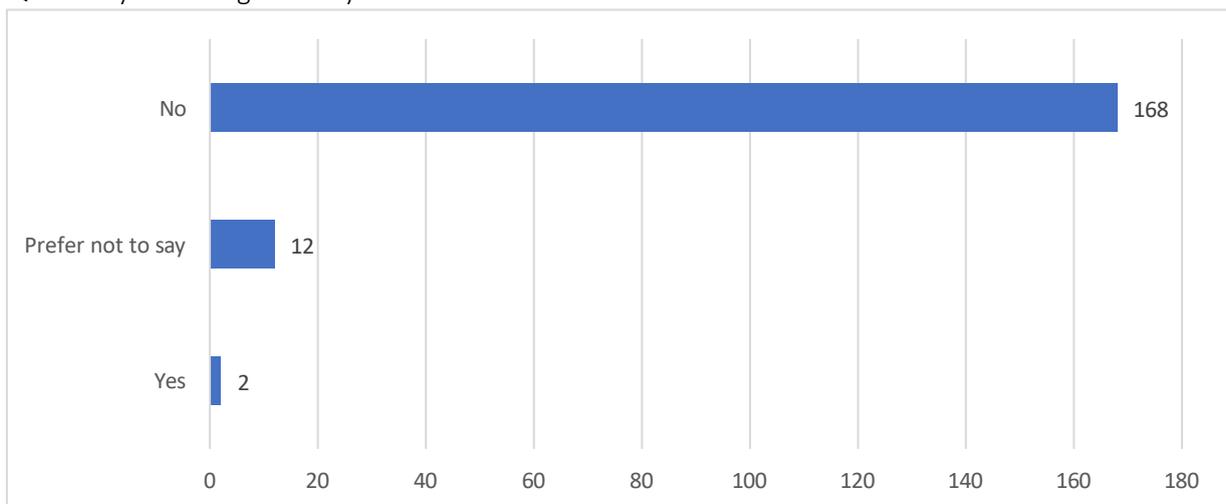
Q16. Are you pregnant or have you given birth in the last 26 weeks?



Q17. Are you a carer?



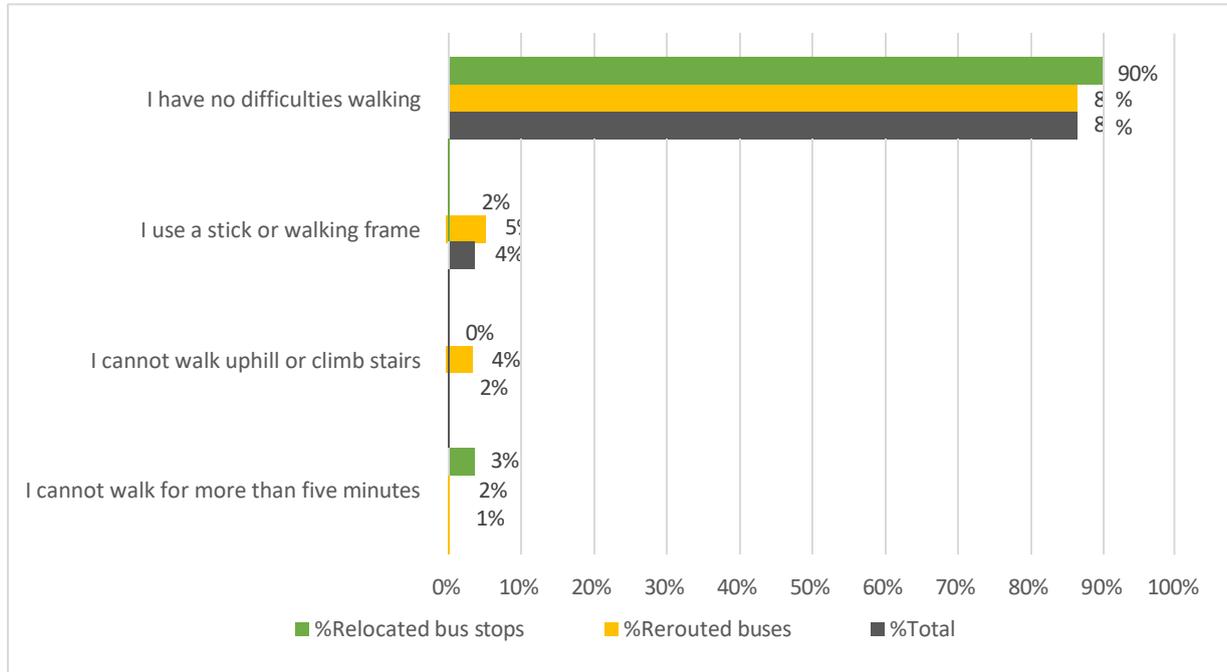
Q18. Are you a refugee or asylum seeker?



7.3.9 Analysis of results of those using buses proposed to be rerouted and bus stops proposed to be relocated (Full survey results in 7.3)

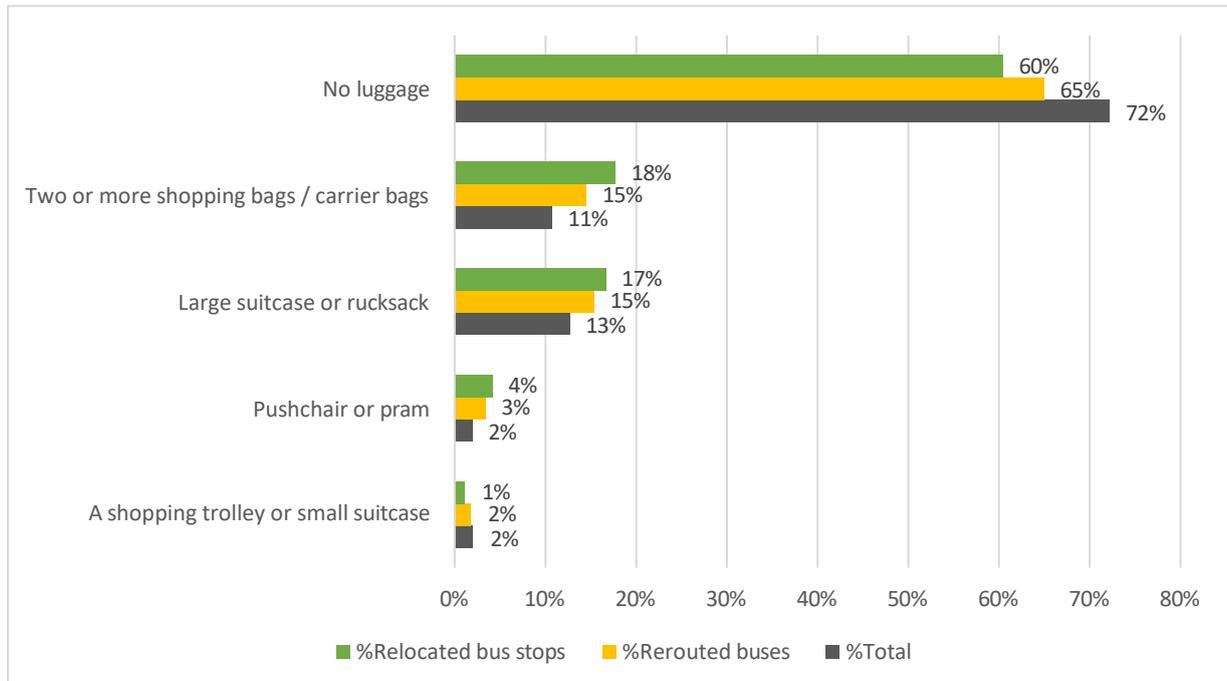
Difficulties walking

A slightly higher proportion of people using bus stops proposed to be relocated stated they have no difficulties walking.



Travelling with anything on the bus

A higher proportion of people travelling on a bus proposed to be rerouted or from a bus stop proposed to be relocated were carrying luggage.



## Disability

A slightly higher proportion of people travelling on a bus proposed to be rerouted consider themselves disabled but this is still lower than the Bristol average.

